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AIR TRANSPORTATION

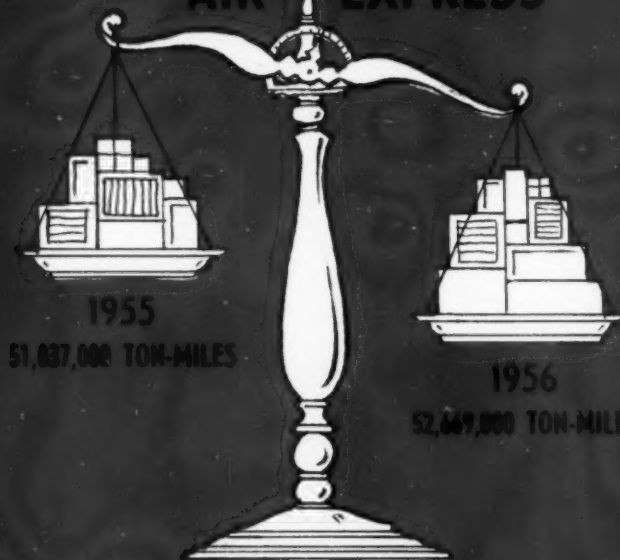
Vol. 31, No. 1

THE AIR MAGAZINE FOR THE MODERN SHIPPER

July, 1957

AIR EXPRESS

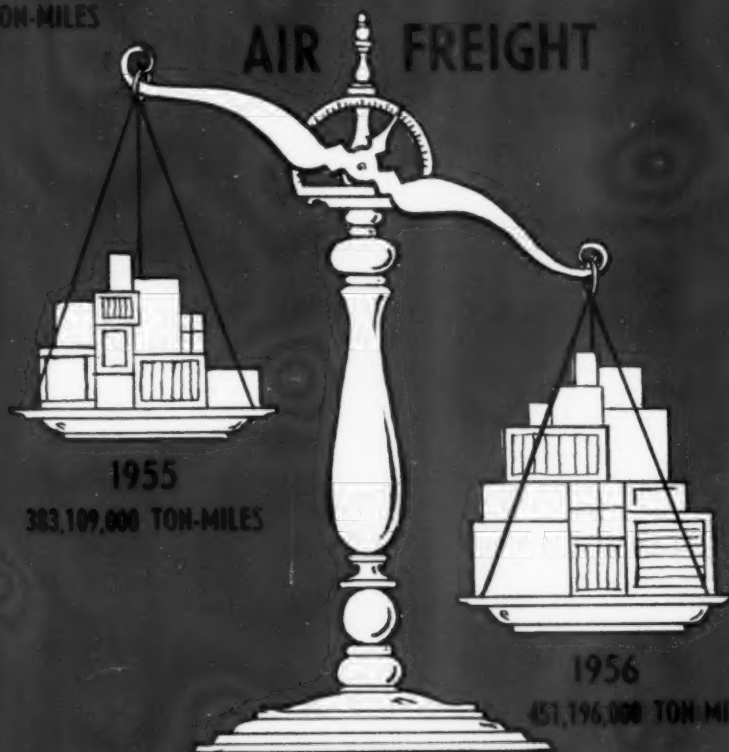
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Carried by the U. S.
Scheduled Airline Industry*



1955
51,837,000 TON-MILES

1956
52,649,000 TON-MILES

AIR FREIGHT



1955
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1956
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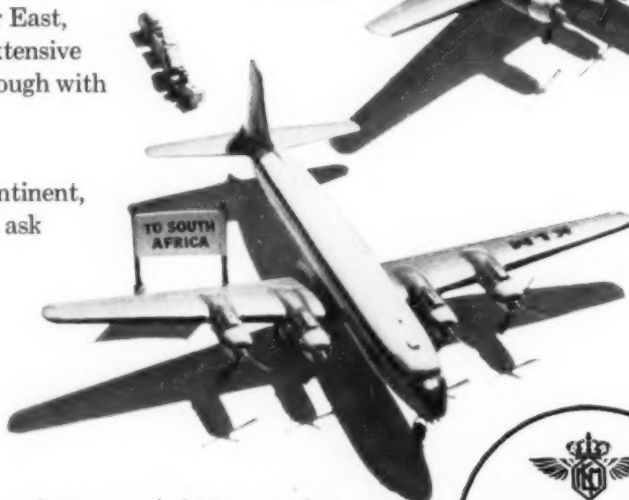
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AIR TRANSPORTATION

The World's First and Only Air Cargo
Magazine . . . Established
October, 1942



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AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in **AIR TRANSPORTATION'S** wide coverage are: air shipping, cargo plane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, and business flights.

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July, 1957

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Net circulation of this issue (not including distribution to advertising agencies, advertising prospects, public relations firms, newspapers, and magazines; special distributions for promotional purposes; and cash sales totals 9,777 copies. Gross circulation is more than 10,250 copies. This issue will be received by a minimum of

- 8,695 shipping and business executives concerned with the proper and economical transportation of commodities, including the following professional categories:
- 5,767 traffic managers
- 1,000 presidents; partners; proprietors
- 144 vice presidents
- 120 secretaries; treasurers; comptrollers
- 545 freight forwarders
- 317 export-import managers; export-import merchants
- 277 purchasing agents
- 324 aviation department heads of industrial firms
- 201 general and sales managers also
- 376 airline executives and other personnel
- 152 military establishments and personnel
- 75 trade organizations
- 150 Federal, state and city government departments
- 107 educational institutions and students
- 75 business and public libraries
- 52 foreign governments
- 54 aircraft and aircraft equipment manufacturers
- 41 miscellaneous

The most recent study of *Air Transportation's* circulation has shown a pass-along of each issue of 3.45 persons, or a total readership of 4.45 persons per copy. On this basis, this issue of *Air Transportation* will be read by a minimum of 43,508 persons. The latter figure does not include readers not classified under "net circulation."

All-Cargo Service Is Inaugurated by Panagra

New York—Panagra headquarters here announced that regularly scheduled single-plane all-cargo service between Miami and Lima, Peru, will get under way July 7. Operating on a once-a-week basis in the beginning, southbound flights will depart Miami on Sunday, landing at Panama with flag stops at Cali, Quito, Guayaquil, and Talara before reaching Lima next day. Northbound flights leave the Peruvian capital on Friday, arriving in Miami on Saturday.



Collins

According to Cyrus S. Collins, vice president-sales and traffic, said that the DC-4 to be used on the cargo run would supplement Panagra's 14 weekly DC-6B and DC-7 flights to South America to the tune of an additional 15,000 pounds of lift. He pointed out that the airline has been flying "an average of 28 tons of freight a week to the South American countries on its route, and the widespread industrialization programs and increased European and American investments in various countries are expected to create new business and more than double air cargo volume."

IATA Code for Special Cargoes Is Revised

Montreal—The International Air Transport Association has published, in three languages, its revised code for handling special cargoes. Printed in English, French, and Spanish, it provides the sole internationally uniform cargo-handling regulations for any method of transport.

Eleven countries have incorporated the code's provisions into their air navigation laws, and other governments reportedly are considering taking similar action. The 11 countries are Argentina, Australia, Denmark, France, Holland, New Zealand, Norway, Pakistan, Sweden, the Union of South Africa, and the United Kingdom. The United Nations is studying the application of the code's regulations to other forms of international transport.

Several hundred types of cargo have been added to the more than 2,000 originally listed materials requiring special handling, packaging, and stowing. Drafted by the IATA Permanent Working Group on Restricted Articles, the code covers a wide range of commodities. It describes proper packaging and stowage methods for each commodity. Special pictorial labels are prescribed to identify the shipments.

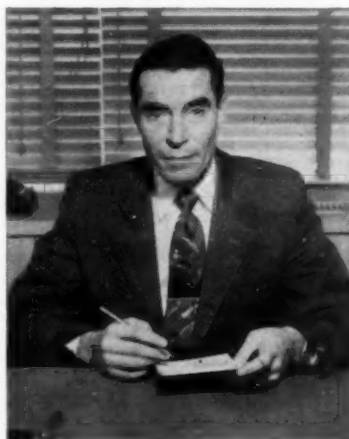
Budd Addresses Three Business Organizations

On a fact-finding tour of the United States, John F. Budd, editor and publisher, addressed three West Coast trade groups in late June and early this month. The organizations were: the Los Angeles Customs & Freight Brokers Association, Inc.; the Pacific Coast Customs & Freight Brokers Association, of San Francisco; and the Customhouse Brokers Association, of Seattle. He is accompanied by Mrs. Budd on the swing around the country.

Riddle-Orlando Lease

Orlando, Fla.—A new lease between this city and Riddle Airlines will give the all-cargo airline its own 30' x 40' cargo terminal and warehouse, located at the main entrance to the airport. Five acres of land will allow for expansion as needed. Orlando is one of Riddle's most important stations.

WICHTA IS DEAD



Sabena's United States cargo sales manager for the United States, Edward G. Wichta, passed away last month while on vacation in Switzerland. A native of Czechoslovakia where he was a practicing Government attorney and later an executive for the Czechoslovak Small Arms Company, he fled the country upon the occupation of the Nazis and joined the Free Czech Government in London. During the war he served with the RAF. Returning to his liberated country after the war, he soon went into exile again when the Communists took over. He became associated with Sabena in 1951, rising to the position of United States cargo manager in April, 1955.

State Dept. Offer To Qantas Is Attacked

Washington, D. C.—The State Department has let it be known that it is willing to grant Qantas Airways rights to fly across the United States, and then on to London, if the Australian Government will reciprocate by granting rights to operate commercial routes to the Southern Hemisphere. The United States is including a route across the South Pole in its counter-request.

Reacting to the State Department offer, Stuart G. Tipton, president of the Air Transport Association, organization of the United States scheduled airlines, said that

As this issue went to press, it was reported from Melbourne that the Australian Government has granted to the United States commercial air routes from Australia to Antarctica, South Africa, and East Asia. The decision was announced by Shane D. Partridge, Australian Minister of Civil Aviation.

Qantas "has absolutely no business serving as a transcontinental United States airline or becoming a New York-London airline." He asserted that the pact would "weaken United States air strength, not only in the Pacific, but across the Atlantic and across our own country as well."

C. R. Smith, president of American Airlines, which operates scheduled passenger and cargo services across the country, said that "the result of each of these projects is to divert traffic from United States airlines," adding that "so far as the domestic carriers are concerned the net result of these arrangements has consistently followed the direction of a one-way street."

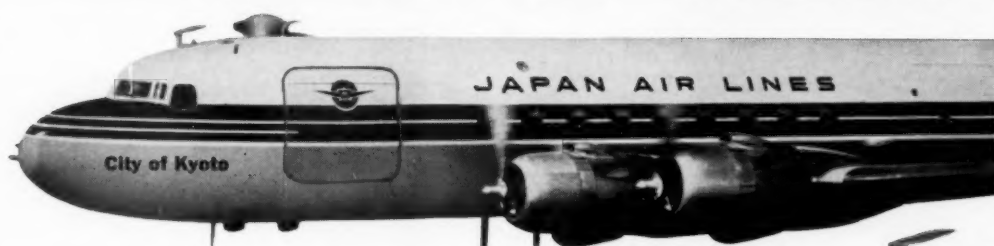
"This continuing trend to give away the traffic developed by United States carriers," Smith declared, "leads to the conclusion that airline rights are now being administered as a part of the foreign aid program, and if the position of the United States airlines is to be recognized that must be undertaken by some other department of the Government."

If Qantas receives the rights offered to it, the Australian airline which at the present time flies between Australia and San Francisco, and between Australia and London—will be the first round-the-world air carrier. It would not be permitted to transport passengers and cargo between the two United States gateways (San Francisco and New York), but would be allowed to do so between these cities and overseas destinations. The South Pole route requested by the State Department would have little or no immediate commercial value.

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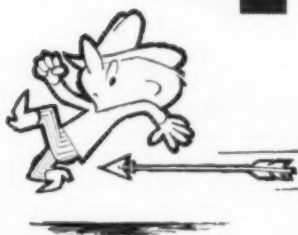
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**AIR CARGO
VIA**



BELGIAN World AIRLINES

Shippers See SAS' New Cargo Timetable

New York—Described by Anker Palvig, Scandinavian Airlines System's United States cargo sales manager, as "a major



Palvig

time-saver for the shipper," the international carrier has issued the first transatlantic air cargo timetable with a complete, quick-reference schedule of connecting cargo flights to key cities of Europe, Asia, and Africa. The timetable enables the shipper to determine quickly what flights his shipments will be carried on as well as the precise date it will arrive at the city of destination. Divided into two sections, it lists all eastbound SAS flights from Idlewild Airport to the Scandinavian carrier's nine West European gateway cities.

Deferred Air Freight Is a Boon to AAXICO

New York—AAXICO Airlines' new deferred air freight service has attracted new shippers, Ollie Stern, vice president-cargo, revealed that since the inauguration of this type of service last March 19, the all-cargo airline has enjoyed a 25% increase in northbound load factor and a 14% jump in revenue. Said Stern:



Stern

"Prior to this new service, which brings air freight rates within comparison of first class general merchandise truck rates, northbound loads were low, averaging about 20%. This new service for the first time puts air freight rates and service in competition with LCL truck service. We have found deferred air freight introducing more customers to our service who not only give us traffic formerly moving via truck and rail express, but they are, as a result of this service, giving us regular first class air freight traffic which we were having a difficult time selling. The deferred service rates are 45% below regular specific commodity rates of \$7.60 per cwt from Atlanta and \$11.75 per cwt from New Orleans, making the deferred rates \$4.20 and \$6.50 per cwt, respectively. The delivery time averages approximately three days from either Atlanta or New Orleans."

Aeronaves Gets Routes to New York, New Orleans

Mexico City—Aeronaves de Mexico has been awarded the blue-ribbon Mexico City-New York nonstop route, as well as operational rights to New Orleans. Several weeks earlier, Pan American World Airways' affiliate, Compania Mexicana de Aviacion had withdrawn its application to operate the nonstop run to New York. At this

(Concluded on Page 28)

Bells Are Ringing

San Clemente, California—William E. Budd, assistant to the publisher and advertising manager of *Air Transportation* was married here June 22 to the former Margaret Barnes. The bride is the daughter of the Rev. and Mrs. K. Logan Barnes of San Clemente. The couple will make their home in Jamaica Estates, New York. William Budd is the son of Mr. and Mrs. John F. Budd, publisher of *Air Transportation* and other business publications.

Okay Surf-Air Service For Slick, Motor Lines

Washington, D. C.—The Civil Aeronautics Board has given its approval to identical Surf-Air agreements between Slick Airways, scheduled all-cargo airline, and 49 motor carriers. The surface lines will receive a commission of 5% of the airline's airport-to-airport rate for all freight generated for Slick. Motor carriers involved in the Surf-Air operation are:

American Transport Co., Inc.; Atlantic Transfer Co.; Border Express, Inc.; Blair Transit Co.; Callison Truck Lines, Inc.; Campbell 66 Express, Inc.; Clipper Transit Co.; Colrick Trucking Co.; Commercial Motor Freight, Inc.; D. G. & U. Truck Lines, Inc.; Desert Express, Duff Truck Line, Inc.; Dundee Truck Line, Inc.; Eastern Trucking Co.; Gaffney Motor Freight, Inc.; Gay's Express, Inc.; Gillette Motor Transport; Golden Belt-Central Express Inc.; Graf Brothers, Inc.; H. A. Harbourn Hauling Contractor; Hall's Motor Transit Co.; Haverhill Lawrence Transportation Co., Inc.; Huber & Huber Motor Express, Inc.; Jersey Coast Freight Lines, Inc.; Kowalsky's Express Service; Knaus Truck Lines, Inc.; Lancaster Transportation Co.; Luckens Trucking Corp.; Victor Lynn Lines, Inc.; Manley Transfer Co., Inc.; Midwest Freightways, Inc.; Midwest Delivery Service; Mistletoe Express Service; Motor Freight Express, Inc.; North Penn Transfer, Inc.; Norwalk Truck Lines, Inc.; Overnite Transportation Co.; Pennsylvania Transfer Co. of Philadelphia, Inc.; Preston Trucking Co., Inc.; Red Ball Motor Freight, Inc.; Southern California Freight Lines; Southwestern Motor Transport, Inc.; Taylor Transfer Co.; Tidewater Express Lines, Inc.; Tri State Transportation Co.; Valley Motor Lines, Inc.; Western Truck Lines, Ltd.; Yankee Air Freight System; Yule Truck Lines, Inc.

BOAC Gives Shippers To W. Africa More Capacity

New York—Recently returned from a tour of BOAC's global cargo facilities (see *May AT*) Wilfred Greenway, United States cargo sales officer, indicated that the increasing importance of African territories prompted the recent introduction by the British airline of daily *Stratocruiser* passenger-cargo service between London and West Africa. This is in addition to scheduled services with *Argonauts*. The current total of 14 flights weekly in each direction—it will be upped to 17 later this year—has more than doubled cargo capacity, Greenway pointed out. The *Stratocruisers* can accommodate bulkier items than the *Argonauts*.



Greenway



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TWA
TRANS WORLD AIRLINES

What TRAFFIC MANAGEMENT

By ALBERT H. LATHROP

General Traffic Manager
American Enka Corporation

THE primary function of traffic management is the provision of transportation facilities and services fully adequate to the needs of a business or industry at a reasonable cost.

The relative importance of transportation and transportation costs to business operations are as varied as the types of business themselves. Coal as an industrial fuel is an excellent example of a product of an extractive industry so important today in our economy. As far as the coal mine operator is concerned the transportation costs on his product are borne by the purchaser. The importance of freight rates to him is in the relationship between his mine group and competing mine groups in reaching common markets. His every day concern with the railroad serving his mine is in the question of car supply and train movement.

Cost vs. Efficiency

To the operator of the power plant or public utility using large quantities of coal the delivery of his finished product is over the wires and the physical transportation movement for his industry is primarily inbound. The transportation cost for coal, his main raw material, is an important part of the cost of producing power and he, in turn, must weigh the delivered cost of various types of coal against heat efficiency, reliability of supply and quality of transportation service.

The interest of a manufacturing or

processing industry in transportation facilities and transportation costs depends on many factors. In our own instance, the industry with which I am connected brings in five pounds of coal and five pounds of raw materials and supplies for every pound of finished product shipped out. Our freight bill is roughly 5% of our annual gross sales. In fact, we are hit both ways, in that transportation charges are an important part of the delivered cost of our raw materials and we prepay and absorb transportation charges on our finished products. The freight bill on raw materials is nearly three times that on finished products.

Contrasting Problems

The impact of transportation costs falls heavily on many of the basic industries of the South, because of large volume movement of heavy loading commodities, such as pulp and paper, iron and steel, aluminum, cement, petroleum, etc. In contrast, announcement has just been made of the establishment of a new industry in one of the mountain counties of Western North Carolina involving an investment of several million dollars of which the total annual production will be 50,000 pounds of a highly refined mineral worth \$325 per pound. Its transportation problem will be somewhat different from that of the coal producer.

Effective traffic management touches on every aspect of an industry's activities. These include procurement and

sales, finance and accounting, new products, new plant locations, and last, but not least, every-day operations. Of major importance is control of the impact of transportation costs on an industry's operating costs and profits.

Freight Cost, Procurement

In the procurement of raw materials and supplies the element of transportation is an important part of the delivered cost of these materials. The freight charges on coal, for instance, are frequently equal to or more than the mine price of the coal itself. This is also true for other low-grade, heavy-loading commodities.

Traffic management should keep the purchasing agent fully advised of the freight rates on all important commodities from major sources of supply. This includes warning of impending increases and reductions wherever possible. It should be able to counsel with him as to the relative value both as to transportation costs and transportation services of various sources of supply. It should bring to his attention the economies inherent in the purchase of large units and quantities, such as truckloads, carloads, planeloads, etc. There is a delicate balance to be drawn between purchasing in smaller quantities to keep down investment in inventory, and purchasing in larger quantities to achieve lower transportation costs.

In the sale and distribution of fin-

DOES FOR *Industry*

ished products the actual terms of sale will determine the role to be played by traffic management. Frequently it falls to traffic management to determine the practical effect and the margin of profit or added cost inherent in various transportation phases of the terms of sale. If transportation charges are absorbed or equalized by the seller they become a definite part of the cost of sales and, in turn, have a direct effect on profits. If shipments are made charges collect and transportation costs are borne by the purchaser, the delivered cost to the customer will have a definite effect on the market area in which a given industry may meet competition and may operate profitably. In either circumstance the effectiveness and ingenuity of traffic management can be the determining factor in the maintenance of profitable sales.*

Value of Know-How

Competitive rate adjustments are frequently necessary so that one industry may effectively reach a new territory previously dominated by a competitor. It may be necessary to use carloading companies for long transcontinental hauls. Similarly, many industries find it necessary today to ship in carload or truckload quantities to warehouses centrally located in market areas, from which reshipment by air or surface is made in smaller quantities to the individual customer. The establishment and operation of all of these arrangements are within the scope of effective traffic management. With its knowledge of transportation facilities and transportation costs traffic management can point out to its industry those areas in which it is more profitable to make concentrated sales efforts.

Business and industry have available

*One of the most important and effective sales points in air freight is its inherent hidden economies which, in varying degrees, reduce the importance of the higher rate for air shipment.—The Editor.

The Author Says...

"Effective traffic management touches on every aspect of an industry's activities. These include procurement and sales, finance and accounting, new products, new plant locations, and last, but not least, every-day operations. Of major importance is control of the impact of transportation costs on an industry's costs and profits."

* * *

"Frequently it falls to traffic management to determine the practical effect and the margin of profit or added cost inherent in various transportation phases of the terms of sale."

* * *

"Traffic management must have a thorough knowledge of the commodities with which it works."

* * *

"In today's rapid technological development, industry must constantly be on the lookout for improvements in its products, its facilities, and its services. This is particularly true of transportation operations, and traffic management should be responsible for improvements in its particular field."

* * *

"More and more organizations are realizing that efficient traffic management pays dividends, not only in money, but in improved operations and improved services to their customers."

today in their procurement and sales activities a variety of transportation facilities, each with its own advantages and disadvantages, and each with its own elements of transportation cost. There are, of course, railroad and air freight service and common or contract

motor carrier service which are generally available everywhere. Industries located on or accessible to waterways have barge service. Combinations of barge-and-rail or barge-and-truck service are extending the benefits of water transportation farther and farther back

on to dry land. Similarly, pipe lines for fuels and other materials are accessible at other locations. Several months ago there was put in operation a coal pipe line 108 miles long which will transport 1¼ million tons of coal a year from Central Ohio to the Cleveland area. In this new facility coal is finely ground, mixed with water and pumped the length of the pipe line to a power plant where it is dried and burned. Not too far in the future are long conveyor belts for such materials as coal or stone, etc. Traffic management must carefully weigh the advantages and disadvantages and the relative costs and usefulness of each of these methods of transportation so that it may choose the most advantageous service or make appropriate recommendations where major company policy is involved.

For those industries that either purchase or sell overseas the formalities of exportation and importation represent a complexity of detail which must be complied with exactly. Traffic management should be responsible for special packing, the details of ocean and international air shipping, and for clearance through Customs and payment of duty.

Frequently these activities are handled by freight forwarders or customs house brokers at the ports. Their operations should be under the direction of the general traffic manager and he should be fully conversant with these activities so that the costs may be kept to a minimum.

External and Internal

The participation of traffic management in an industry's operations may be divided into its external aspect and its internal aspect. Externally traffic management is responsible for the quality of the available transportation service to and from the plant locations. This includes, for railroad freight, train schedules, switching service, and car supply. For the motor carriers it involves equipment supply, terminal services and schedules. And for air freight it entails schedules, interline services, and aircraft.

Traffic management should assume the responsibility for selecting the most desirable routes to be used, both inbound and outbound. It should provide tracing service and should investigate and eliminate causes for delays in transit. It should protect the company's interest in all matters involving loss and damage, including proper filing of claims and the settlement thereof, as well as a constant vigilance in the matter of removal of cause for damage.

Internally traffic management can perform a number of functions, closely

(Continued on Page 17)

Charm Sells Air Cargo



SUPREMACY INTENT on their business (air freight, that is) are these officials of SWISSAIR who give evidence of appreciation of IATA Commodity No. 2203 (the swim suit, that is). Parading the Rose Marie Reid mode is eye-filling Joan Waddell. Around the table are (left to right): Edward G. Nelson, export manager, Rose Marie Reid; Edwin P. Jaeger, of Zurich, Swissair's system general manager of cargo and mail; William Randazzo, Jr., Los Angeles cargo sales representative; Werner Seiler, United States cargo traffic and sales manager; and Fritz Herzog, manager of the Cargo Sales Section at the Zurich office.

DANCER-ACTRESS Christy Logan winningly displays a type of lace petticoat which has caught on with the ladies of West Germany and which LUFTHANSA is air-lifting in volume. The New York shippers, Lilco Distributing Company, point out that elimination of the heavy wooden packing crates which would have been necessary had the petticoats gone by sea, has made air freight costs cheaper. Packed in lightweight cartons for air shipment, they are in transit only about two days, in contrast to weeks by surface, thus reducing the danger of crushing the delicate garments during the journey.



STEWARDESS Violette Krauss tries her hand at decorating a sheep-shaped cake flown from Italy by LAI ITALIAN AIRLINES. Shipped by Motta of Milan, Inc., the cake was an important feature of a parade in Miami Beach.



JUAN UCROS, AVIANCA's international traffic and sales manager, and Mrs. Nina Vermilye, of the Colombian airline's New York office, admire prize-winning Colombian exhibit flown to the International Flower Show by Avianca.

AIR CARGO: FOURTH QUARTER

Statistics covering freight and express flown by the scheduled combination and all-cargo airlines of the United States during the comparative fourth quarters of 1955 and 1956.

REVENUE TON-MILES OF FREIGHT CARRIED

	4th Quarter 1956	4th Quarter 1955	Percent of Change
Domestic Trunklines	56,739,000	47,321,000	+19.9
Local Service Airlines	436,000	346,000	+26.0
Territorial Airlines	357,000	407,000	-12.3
Helicopter Airlines	2,000	2,000	
International & Overseas Airlines	31,774,000 ²	26,427,000 ²	+15.7
Alaskan Airlines	2,063,000 ²	1,681,000 ²	+22.7
All-Cargo Airlines	45,197,000	35,508,000	+27.3
Consolidated Industry	135,568,000 ³	111,692,000 ³	+22.3 ³

REVENUE TON-MILES OF EXPRESS CARRIED

Domestic Trunklines	14,519,000	14,969,000	-3.0
Local Service Airlines	482,000	438,000	+10.0
Helicopter Airlines	10,000	7,000	+42.9
All-Cargo Airlines	649,000		+100.0
Consolidated Industry	15,660,000	15,414,000	+1.6

OPERATING REVENUES—FREIGHT

Domestic Trunklines	\$12,232,000	\$10,644,000	+14.9
Local Service Airlines	209,000	142,000	+47.2
Territorial Airlines	199,000	192,000	+3.6
Helicopter Airlines	8,000	7,000	+14.3
International & Overseas Airlines	10,592,000 ²	9,152,000 ²	+15.7
Alaskan Airlines	667,000 ²	574,000 ²	+16.2
All-Cargo Airlines	8,654,000	6,070,000	+42.6
Consolidated Industry	\$32,561,000 ³	\$26,781,000 ³	+21.6

OPERATING REVENUES—EXPRESS

Domestic Trunklines	\$5,012,000	\$5,776,000	-13.2
Local Service Airlines	206,000	208,000	-1.0
Helicopter Airlines	31,000	31,000	
All-Cargo Airlines	229,000		+100.0
Combined Industry	\$5,478,000 ⁴	\$6,015,000 ⁴	-8.9

¹ Preliminary report.

² Express and freight combined.

³ Includes express carried by International and Alaskan carriers.

⁴ Does not include express carried by International and Alaskan carriers.

DOMESTIC TRUNKLINES

American • Braniff
Capital • Continental
Delta • Eastern
National • Northeast
Northwest • TWA
United • Western

LOCAL SERVICE AIRLINES

Allegheny • Bonanza
Central • Frontier
Lake Central • Mohawk
North Central • Ozark
Piedmont • Southern
Southwest • Trans-Texas
West Coast

TERRITORIAL AIRLINES

Hawaiian
Trans-Pacific

HELICOPTER AIRLINES

Helicopter
Los Angeles
New York

ALL-CARGO AIRLINES

ASA • Flying Tiger
Riddle • Seaboard &
Western • Slick

INTERNATIONAL & OVERSEAS AIRLINES

American • Braniff
Caribbean/Atlantic • Delta
Eastern • National
Northwest • Pan American
Panagra • TWA
United

ALASKAN AIRLINES

Alaska • Alaska Coastal
Cordova • Ellis
Northern Consolidated
Pacific Northern • Reeve Aleutian
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Air shippers want to know:

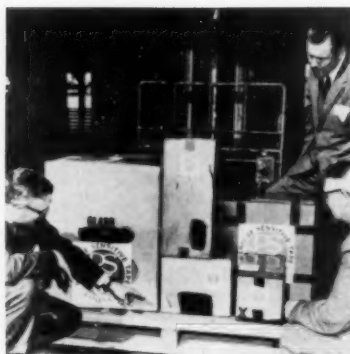
How effective is self-adhering tape?

Here are the results of a global test that provide the answer . . .

AROUND THE WORLD



1. NEW YORK: Start of the 25,310-mile journey around the world.



2. SAN FRANCISCO: Steamship and insurance experts inspect.



3. MANILA: Lifting out of cargo hold for inspection of shipments.

SHIPMENTS that move by air, especially those flown long distances, require that fine balance between lightness in weight and sturdiness in packing. For this reason the recently concluded test by the Pressure Sensitive Tape Council, of Glenview, Illinois, is of particular moment.

How will containers sealed with pressure sensitive tape stand up under multiple handling? How will their contents fare? What effect will widely varying climatic conditions have? These

questions—and more—were answered in the council's test which had the cooperation of American International Underwriters Corporation, an international insurance firm, located in New York.

On March 15, five cartons were loaded aboard the Isthmian Line's *S. S. Steel Admiral*, at New York. The cartons, sealed with only the minimum requirements of the self-adhering tape, contained a 21-inch RCA color TV picture tube, Camay soap, Camel cigaret-

tes, abrasive discs, and an assortment of Parke-Davis drugs. The tube was the most critical item.

The packages borne by the *Steel Admiral* were unloaded, inspected by marine insurance surveyors, and reloaded at each of the vessel's stops at San Francisco, Manila, Saigon, and Bangkok.

At Bangkok, Pan American World Airways took over. Pan Am airlifted the shipment to Karachi, Beirut, London, and back to New York, careful



7. KARACHI: Cargo handlers unload air-borne packages.



8. BEIRUT: Inspection completed, containers return to plane.



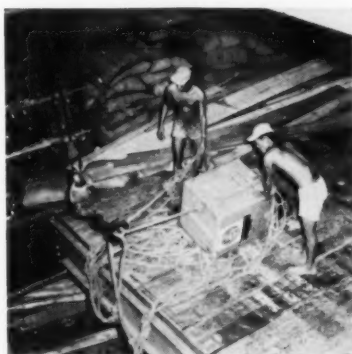
9. LONDON: Condition of shipment discussed by insurance men.

IN EIGHTY DAYS

Pressure Sensitive Tape
By ~~JULES VERNE~~
A



4. SAIGON: Longshoremen remove packages on dock.



5. BANGKOK: Loaded in cargo net prior to examination and . . .



6. TRANSFER to airport for Pan American World Airways.

inspection of the contents made at each point. At final destination city, a New York Airways helicopter flew the five containers to the 30th St. Heliport. The globe-girdling trip ended June 3—80 days after it began—which provided a proper excuse for Beatrice Lillie (who happens to be one of the stars in Mike Todd's *Around the World in 80 Days*) to be on hand to "accept" the packages.

Result of the round-the-world effort? The council stated that "official and



10. NEW YORK: In heart of city after whirlybird pickup from Pan Am.



11. JOURNEY'S END: William Boylan, Pressure Sensitive Tape Council president, congratulated by W. W. Clement of American International Underwriters.

independent marine surveyors' report verified that the tapes, containers, and contents sustained no impairing damages during the voyage." The delicate TV tube was in perfect shape as was proved at a special demonstration for reporters.

Boylan Statement

William Boylan, council president and manager of the FOS Division, Seamless Rubber Company, New Haven, Connecticut, said:

"We are very pleased to have been able to conduct this test, not only to demonstrate to potential consumers the tapes' utility, but we wanted to know ourselves in what condition the tape, containers, and contents would return after undergoing the rigorous conditions set up for the packages. Pressure sensitive tapes for packaging is a rapidly expanding field. A new trend has started and as more and more users become orientated on these tapes, we fully anticipate a revolution in many packaging techniques.

"This successful test is one of the many activities in which we are interested to alert users of packaging materials how self-adhering tapes can bring new, economic and practical innovations for domestic and over-seas packaging to the foreground. The

council is very grateful to American International Underwriters for their interest in the test and for their cooperation in arranging for inspections and coordinating the routing of the shipment through their network of worldwide offices."

E. A. G. Manton, president of American International Underwriters Corporation, said:

"AIU, as insurers of export and import cargoes of many kinds, has been very much interested in the PSTC test shipment. In fact, all marine insurance underwriters are constantly concerned with the development of loss prevention measures, not only from the insurance point of view but also in the interest of advancing safe delivery of goods, so that the time, money and effort expended in their production can benefit people throughout the world. Our offices in San Francisco, Manila, Saigon, Bangkok, Karachi, Beirut and London have all enjoyed their assignment as coordinators of the examination and reforwarding of these packages and share with us the hope that the test will develop useful information about packaging and package handling in foreign trade."

In growing use by all types of shippers, self-adhering tape cannot be pulled from a package without tearing it, thereby discouraging pilferage. It

requires no solvent or other type of base. The council pointed out that "misunderstandings on the part of shippers, carriers, underwriters, and port handlers have hampered the processing of shipments using pressure sensitive tapes as a method to seal and bind packages. Costly overpacking and underpacking also exists in some cases due to lack of information on proper packaging procedures for specific requirements." More than 400 different types of pressure sensitive tapes are available, "each pre-engineered to perform a specific job."

It has been noted that many air shippers, eager to eliminate unnecessary packing, which add weight and cost to the shipment, have been making increasing use of pressure sensitive tapes.

PSTC Members

Manufacturer members of PSTC are: Behr-Manning Corporation; Continental Tapes; Hampton Manufacturing Company; Dutch Brand Division, Johns - Manville Sales Corporation; Minnesota Mining & Manufacturing Company; Mystik Adhesive Products; Permacel Tape Corporation; Quaker Rubber Company, Division of H. K. Porter Company; Seamless Rubber Company; Shuford Mills; U. S. Rubber Company. • • •

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WORLD-WIDE INTERLINE CONNECTIONS

TRAFFIC MANAGEMENT

(Continued from Page 12)

related to transportation, as may be suitable in the industry concerned. Frequently the receiving and storing of raw materials and supplies is under the supervision of the traffic manager as a continuation of inbound transportation direct to the production operations. Similarly receipt from the production line, warehousing, and shipping of the finished product can be a traffic management function. I can call to mind one of our very large producers of soap and allied products whose organization is such that the Traffic and Distribution Department takes possession of the finished product at the end of a conveyor line leading from the factory into its finished product warehouse. All operations thereafter are functions of traffic management.

Oversee Expenditures

Some highly organized industries have gone so far as to place intraplant transportation—that is conveyors, lift trucks, and the like—in the function of traffic management.

Traffic management should be responsible for all expenditures for transportation services. It has the training and the technical knowledge to determine the correctness of every freight bill that is presented for payment and it should assume the full responsibility for the validity of the charges. It should be responsible for the filing and collection of overcharge claims. To be effective and collectible such claims must be fully authenticated.

To facilitate verification and payment of transportation charges traffic management can set up credit arrangements with the carriers whereby charges may be paid periodically.

Traffic management can and should be responsible for the arrangement and purchase of passenger transportation, both rail and air, for employees traveling on company business. This includes the establishment of rail travel credit plans, air travel credit plans and the verification and approval for payment of bills for these services.

Many industries today accurately budget their transportation expenditures and traffic management must be able in such instances to establish the basis for these budgets.

Transportation costs are, of course, founded on freight rates published by the various types of carriers—air, rail, water, and motor. Traffic management is responsible for the level of these changes in that only through its training, ability and ingenuity can various technical aspects of rate negotiation

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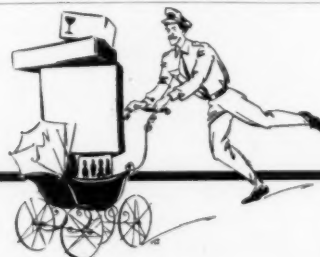
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and rate application be applied to the problem at hand.

I would like to emphasize that traffic management must have a thorough knowledge of the commodities with which it works. It must know the transportation characteristics of its industry's finished products and raw materials. By the transportation characteristics of a commodity I mean the value, the density, the normal packaging, the weight of the packages, whether it has any dangerous characteristics such as flammability and its susceptibility to damage. We must know its relationship to competing commodities both in its similarities and its differences. Also we must know how it moves, that is in what areas and in what units and volume. By judicious weighing of these various characteristics and circumstances, traffic management can effectively prepare and present rate proposals to the carriers and negotiate rate adjustments with carrier officers, rate committees and other groups. At the same time the relative desirability of contract or private trucking, airfreighting, or water transportation can also be looked into. Traffic management should also keep a close watch not only on rate developments which may effect its own traffic but also on those which could provide advantage for the traffic of competitors.

Traffic Seeks Improvements

In today's rapid technological development industry must constantly be on the lookout for improvements in its products, its facilities, and its services. This is particularly true of transportation operations, and traffic management should be responsible for improvements in its particular field. The transportation characteristics of new raw materials and new products must be fully studied to keep their transportation costs to a minimum. The development of new packaging, which will give added protection to the product or which will cut down tare weight and packaging cost should have the benefit of traffic management's technical knowledge.

One of the major phenomena of the postwar era has been the great expansion of American industry into new plants, new locations and new areas. The rural location of many large industries is particularly notable in the Southeast and traffic management should play a large part in the selection of any plant location. Increasing freight rates continue to make transportation costs of more and more vital importance in the profitable operation of any industry. Only through the use of its traffic management facilities can a business determine, for a potential location, the accessibility and costs of its raw

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materials and the cost and effectiveness with which it can reach its potential markets. Once the selection has narrowed down, traffic management must, through negotiation with the various types of transportation, establish reasonable freight rates both inbound and outbound, rail switching service, motor carrier operating rights and any other transportation facilities needed by the industry to make the new enterprise a successful and profitable operation.

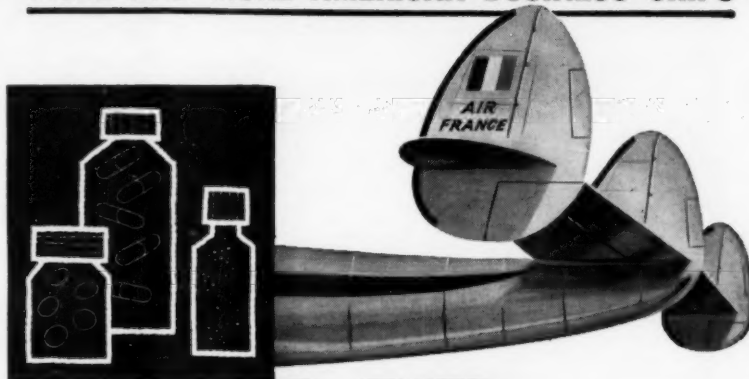
Traffic management has in recent years reached full professional stature. Many industrial traffic managers are admitted to practice before the Interstate Commerce Commission and other regulatory bodies. They may thus, with or without the assistance of outside counsel, represent their employers before these regulatory bodies in litigation involving matters of rates and service. Regulatory law, both federal and state, requires reasonableness of rates and charges and forbids discrimination and undue preference and prejudice. Traffic management should, by study and the exercise of considered judgment, fully protect its industry's interests in these fields.

Joint Efforts

Because of the complexity of transportation rates and charges and transportation regulation the successful management of an industry's traffic operations may depend largely on cooperation with others who have similar or parallel interests. Frequently joint efforts in rate litigation or rate negotiation are successful where individual action would be fruitless. Similarly, where the expense of individual action might be prohibitive for one company the costs of a joint enterprise can be distributed among the participants. Such joint action, particularly on a state, regional, or national basis, as well as the importance of the exchange of information, advice and experience are the reasons for existence of such organizations as the various state traffic leagues, the Southern Traffic League and the National Industrial Traffic League. The successful traffic manager can, by membership and participation in the activities of these organizations, broaden his own knowledge and experience thus increasing his usefulness to his industry. His industry will also benefit from his participation in the collective efforts of these organizations.

There is no question that, without efficient and economical transportation, industry and business could not exist today. To most industries and most businesses the cost of transportation is an increasingly important item having a direct effect on overall costs and profits. As I said in opening, this effect on

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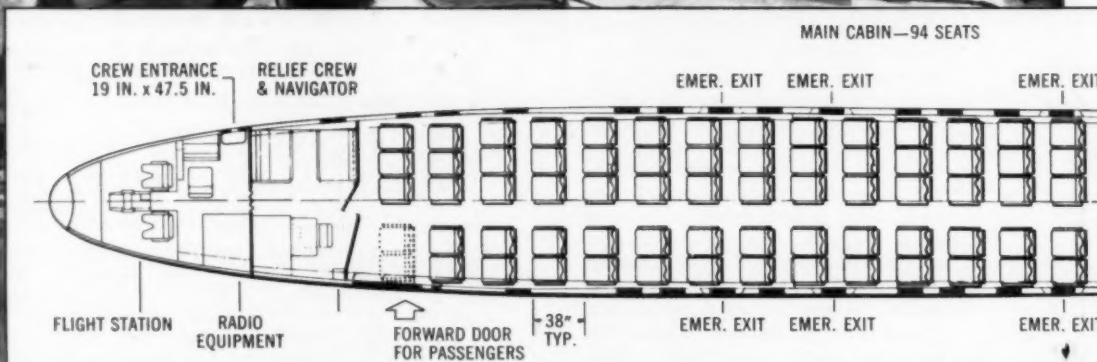
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costs and profits varies widely in different industries and in different companies. It is, however, something that should be watched with extreme care. More and more organizations are realizing that efficient traffic management pays dividends, not only in money, but in improved operations and im-

proved services to their customers. Traffic management is a specialized field of many complexities which has well earned its place in the business world of today. Given the opportunity, it can broaden and increase these dividends in the future.

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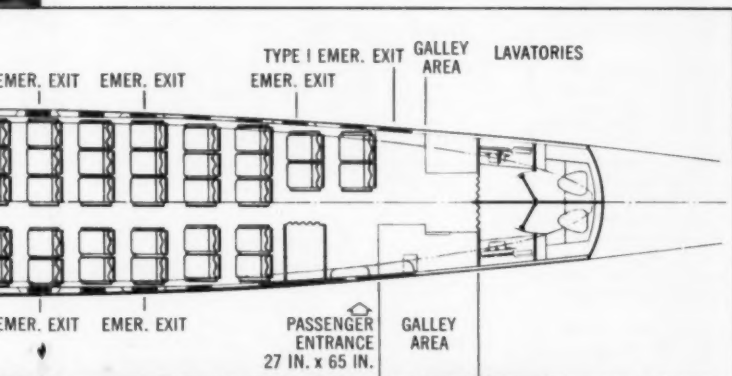


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WHEN AIR CHARTER IS CHEAPER

By WHITNEY BOWLES

Air Transport Specialist and Consultant on Related Problems



Air charter, or contract air transport, is cheaper, when it applies, than other means of moving goods and people. "When does it apply?" and "How is it cheaper?" are questions being asked more frequently today, judging by requests for assistance in setting up this type of service.

One man writes: "We will be grateful for details about charter service. Is this mostly for cargo or also for passengers?" A manufacturer writes: "We are at a loss to understand why it should cost more to charter a plane than if we just shipped directly with the regular carriers." Some of the answers to these questions can be found in the case histories of those who use this type of specialized service.

Case in point, which is perhaps typical of the problems, passenger and cargo as well as cost, which can be resolved by air charter, is the charter movement arranged earlier this year for the American Amateur Hockey Team. Scheduled to leave Boston, where the team had been in training for the first in a series of games to be played in Huntington, West Va., on one night with the next game the following night in Warroad, Minn. on the Canadian border, the manager, with 20 men plus 2,000 pounds of gear to move, was faced with a problem of schedules, timing, and costs.

Available scheduled service involved two plane changes from Boston to Huntington, and from Huntington to International Falls. This required close timing and the assumption that all flights would depart and arrive exactly on schedule. There was the further problem of obtaining 20 seats on each of six different flights on three different carriers. In addition, there were the 2,000 pounds of gear to be considered.

While the cost of scheduled service came to only some \$85 per man, excess baggage charges would add another \$25 for a total of over \$111. There was the further consideration that such excess, being subject to available space-weight, might have to move separately, or for that matter, that not all of the team might be able to travel on the same flights, and that some of the men or their gear might be delayed. Spread over several flights with four plane changes, travel time would be increased to the point where it would be impractical.

The manager found the answers to these problems in air charter: direct service point-to-point, no change of plane, the whole team together with all their gear, departures set to meet their schedule rather than trying to integrate it with those of three different airlines. In a word, air transportation conveniently tailored to meet their specific needs.

While the cost, in this case, was about 50% more than by regular service, the difference was more apparent than real. It actually represented a savings. A savings in travel time plus convenience which meant a rested team ready to go at game time. It represented the premium for insuring the arrival of all the team and their gear on schedule, lacking any of which would have proved far more expensive.

In other cases charter costs on a dollar-for-dollar basis are actually less than those for regular service. Typical of such savings are the charter costs to a Pennsylvania manufacturer for whom employee vacation transportation to Miami has been arranged. The round-trip charter cost of approximately \$91 per passenger compares with a total of over \$109 per passenger by scheduled service, represents a savings of almost \$18 per passenger or over \$750 on groups of 42 each, as arranged for in this case. In addition the employees have the added convenience of no change in plane and departures scheduled to their convenience, which are no small considerations when families are traveling with children.

Cargowise, air charters offer similar savings and benefits. Take the case of the oil tanker being towed to a foreign port with a broken rotor. A replacement weighing 10,000 pounds must be installed immediately when the tanker docks, and the damaged rotor returned for repair. The cost of each day's delay in making the transfer is figured in thousands of dollars. The answer was air charter. The cost? Less than the cost of one day's delay in getting the tanker back into service and accomplished without tying up the tanker longer than it took to make the transfer from dock to tanker, for when it arrived in port the replacement was already there.

Or take the case of the freighter whose damaged refrigeration jeopardized a cargo of perishables. A load of dry ice delivered by air charter at the nearest port saved the load as well as several times the charter cost in terms of the cargo's value.

The answer to the question as to the application of air charter is that it applies and is available for both passenger and cargo requirements under given conditions. It is even used on a regular continuing contract basis, as in the case of some manufacturers of both hard and soft goods as well as shippers of perishables.

As to the manufacturer who could not understand why it should cost more to charter a plane than the cost of regular service, the answer is simple. Sometimes, it does cost more. It all depends on the availability and cost of regular service, the points and distances involved, and the type of load.

True cost is not necessarily the simple product of charter rate times miles flown. In comparing air charter costs with those of other types of transportation other cost factors should be considered. Some of these are hidden but true.

(Concluded on Page 28)

Domestic

Allegheny: Scheduled services to Hazleton, Pennsylvania, were inaugurated last month. This marked the third extension of the airline's services since last December.

North Central: Service to Omaha, on a route originating at Grand Forks, North Dakota, was inaugurated June 1. Initial service consists of four flights a day.

Trans-Canada: For the first time the Canadian East and West Coasts have been linked by scheduled nonstop air service. Early last month TCA inaugurated daily nonstop runs between Toronto and Vancouver with long-range *Super Constellations*. The Canadian airline's *Viscounts* operating between New York and Toronto connect at the latter city with the new service.

Caribbean-Latin America

Avianca: Throughout the summer the Colombian airline will operate five direct flights a week between New York International Airport and Bogota. Two of the flights depart New York on Saturday, one on Sunday, and another on Tuesday; the fifth flight, leaving on Thursday, is via Miami and Jamaica. The Tuesday and one of the Saturday flights make a single stop between New York and the Colombian capital.

Transatlantic

Pan American: All-cargo service has been extended to Berlin and Hamburg. Pan Am noted that the airfreighter service to the former capital of Germany is the first to be regularly scheduled between the United States and that city.

Sabena: As of June 23, the Belgian airline increased its weekly transatlantic flights to 14. Five of these are daytime services, departing from Brussels at 12:30 and arriving in New York at 9:30 p.m. local time.

TWA: *Super-G Constellation* schedules were recently extended to serve India and Ceylon. There are two flights weekly in each direction to Bombay and Ceylon.

Europe

LAI: A twice-daily service has been started between Rome and Cagliari. The Italian airline also reports that the Rome-Zurich service via Milan is now being operated daily, and Rome-Frankfurt six times a week. The Rome-Barcelona service has been brought up to four times weekly, and service to Vienna seven times per week (four flights via Munich and Venice; three via Munich and Milan).

Middle East

BOAC: The British airline's twice weekly service through Damascus was resumed June 22. The service also calls at Beirut. Officials stated that "until permission can be obtained from the Syrian Government to overfly Syria without restriction, BOAC's services which formerly called at Beirut on their way to and from the East will continue to be routed through Istanbul." Because Turkish authorities have been particularly helpful to BOAC and the business found in that country, the airline will continue to operate some services through Istanbul. The return of services to Cairo is a question mark at the moment.

Air France

NEW OFFICES

Buffalo — Rooms 716 and 717, Genesee Building. Telephone: Mohawk 9270. Jack R. Stevens, representative. Stevens with Air France since 1952; previously with Import-Export Department, New England Confection-

ery Company.

Emery Air Freight

Toronto—Genair Hangar, Toronto Airport. Raymond E. Smith, manager. Smith formerly was assigned to operations and sales at Pittsburgh.

Wichita—Wichita Municipal Airport, Route 8. Telephone WHitehall 4-4921. J. A. (Buddy) Ignowski, manager. Ignowski is ex-supervisor of Emery's Chicago office; with the firm since 1949.

SAS

New York—71 Broadway (tickets only). Jack Smyth, representative.

CAB Activities Of Interest to Shippers

ORAL ARGUMENTS

July 10—International Air Freight Forwarder Investigation

AGREEMENTS FILED

Parties	Subject
Air Cargo, Inc., various air carriers, and the following:	Pickup & delivery:
L. R. Toney Cab Service	Philipsburg, Pa., area
Rio Grande Transfer Co.	Colorado Springs
Central Shipping Bureau	Detroit
Merchants Delivery Service	Oklahoma City
Slick Airways, Inc., and the following:	Surface-air carrier sales and traffic
Gillette Motor Transport	
Western Truck Lines, Ltd.	
Southwestern Motor Transport, Inc.	
Victor Lynn Lines, Inc.	
American Transport Co., Inc.	
Middlewest Freightways, Inc.	
Air Dispatch, Inc., and the following:	Cartage:
Film Truck Service, Inc.	Detroit
News Film Agency Co., Inc.	Dallas
Transway, Inc.	New Orleans
Highway Express Lines, Inc.	Washington, D. C.
Film Transit, Inc.	Memphis
Gilboy Co., Inc., of San Francisco	San Francisco
Indiana Film Transit Co.	Indianapolis
Local Film Delivery	Seattle
Inland Northwest Film Service	Seattle; Portland, Ore.
Rosen Film Delivery	New Haven
Mix Transfer Co.	Minneapolis
Film Service Co.	Cincinnati
Film Transport Co.	Omaha
Film Exchange Transfer	Boston
Smith & Howell Film Service, Inc.	Buffalo
Flying Tiger Line, Inc.	Sales agency:
Air-Land Freight Consolidators	San Francisco
Delta Air Lines, Inc.	International interline traffic
Aerovias Panama, S. A.	Interline cargo traffic
Braniff Airways, Inc.	
Aerovias Sud Americana, Inc.	



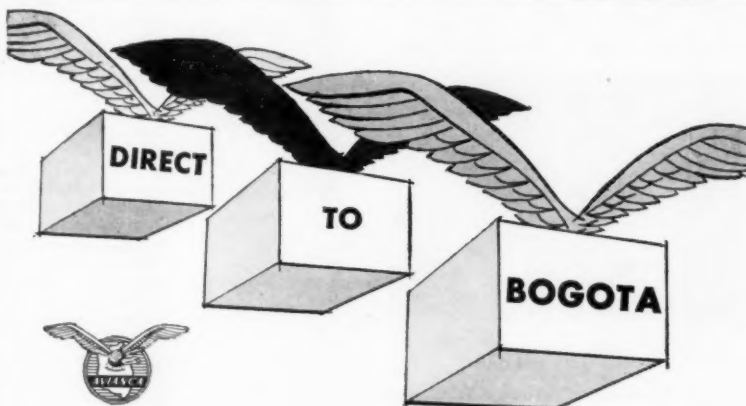
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United States Airlines



Alaska: Richard W. Gilbert appointed assistant to the president, Charles F. Willis, Jr. (see this column in last month's issue), with whom he was previously associated as general manager of Willis Air Service. Gilbert most recently served as cargo sales manager of Eastern Air Lines.



Willis Gilbert
Alaska exec and aide

American: W. Braddock Hickman elected vice president-economic research. Director of economic research for American for the past year, he previously was supervisor of economic studies for the New York Life Insurance Company, and director of the Corporate Bond Research Project of the National Bureau of Economic Research. . . . F. C. Wiser elected assistant vice president in the Operations Department.

North Central: John L. Hammer, for three years district traffic and sales manager in the Minneapolis-St. Paul area, appointed manager of sales administration.

Northeast: Wiley R. Wright joins as an assistant to the president. He recently retired as deputy administrator of the Civil Aeronautics Administration after 30 years of service. . . . Gus P. Paspalas, for the past seven years New York district sales manager for Trans-American, appointed assistant district sales manager.

Northwest: Hadley Case, president of Case, Pomeroy & Co., Inc., and Clyde B. Morgan, president of Rayonier Inc., New York, elected as directors.

Pan American: Wendell R. Stevens fills the newly-created position of cargo sales manager. He is succeeded as manager-tariffs and schedules by John A. Paine. Jay Shappard succeeds Paine as manager-facilitation. . . . Jesse L. Boynton named regional director-Middle East and Asia with headquarters at Beirut. Harry B. Dalgaard, formerly district traffic and sales manager at Rome, succeeds him as assistant to division traffic and sales manager in New York. . . . Thomas L. Lamar promoted to assistant superintendent of stations for the Latin American Division. Herbert L. Thomas becomes station manager at Miami in his place.



Stevens
Pan Am

Riddle: John F. Spear named director of personnel. . . . Arnold H. Brown appointed Atlanta district sales manager. He replaces Virgil Brown, transferred to Miami in the post of assistant director of ground operations.

TWA: C. E. McCollum appointed to the new position of vice president-national accounts in New York. Formerly vice president in charge of central regional sales in Chicago, he is being replaced there by J. C. Harrigan, newly elected regional sales vice president.

United: John J. Reagan appointed district sales manager in Milwaukee.

Western: Douglas Stockdale named as general manager in Mexico City, in which capital he has been general manager of TWA since 1949. He has also been associated with Pan American and Braniff.

Foreign Airlines

BOAC: John G. Andriessen and Douglas V. Bryde appointed to the cargo sales



Bryde Andriessen
BOAC cargo reps

staff. Andriessen, a U. S. Air Force veteran, has been for the past eight years with the Watchmakers of Switzerland Information Centre in New York. Bryde, who comes originally from Liverpool, England, had served for eight years with TWA as assistant director of customer relations.

KLM: The recent reorganization of the regional and district sales organization in the United States has brought the following changes: A. C. Koreman promoted to regional chief in charge of North-eastern Region . . . Charles L. Bulterman named manager of the Midwestern Region . . . Eric Versteegh, formerly district manager in Los Angeles, now in charge of the Denver office which embraces Colorado, Utah, Wyoming and parts of Idaho and Nevada . . . Jack Barbour, commercial sales manager of the New York office, named district manager of New Orleans . . . Stephen Meyers appointed district manager in Pittsburgh . . . B. J. Cornelisse and D. Ket respectively appointed manager of the Market Research and Commercial Planning Bureau and Traffic Bureau.

Swissair: Jose A. Bay named as general manager for the Spanish speaking part of Latin America.

Sabena: Joseph James succeeds the late Edward G. Wichta as United States cargo manager. His most recent position was that of New York regional cargo sales manager. James is a long-time transportation man.



James
Sabena



Schoueri
Varig

Varig: Eduardo Schoueri named intercontinental sales coordinator.

Indirect Air Carriers

Emery Air Freight: Geoffrey K. Chapman, formerly with BOAC and TWA in London, named service agent in that city, assisting John Alexander, European manager.

Industrial Traffic

Chemstrand Corp.: William R. Burks, general traffic manager, appointed director of the new Traffic Department. Traffic formerly was a part of the Purchasing

Department. Headquarters are in N. Y.

Glidden Co.: John C. Cottee, formerly traffic manager of the Scott Paper Co., named assistant general traffic manager. Headquarters are in Cleveland.

Frank H. Fleer Corp.: Mrs. Adele A. Konefal elevated to assistant traffic manager. She is a past president of the Women's Traffic Club of Trenton.

Columbia-Geneva Steel, U. S. Steel Corp.: John F. Maloney succeeds Howard M. Daschbach, retired, as general traffic manager. Maloney has been with U. S. Steel Corp. for the past 34 years.

Shelton Manufacturing Co.: Arthur Edelberg was recently appointed general traffic manager of the Newark firm.

Ford Motor Co.: Fred H. Streeter transferred to the new Delaware Valley Parts Depot, near Camden, New Jersey. A. K. Schell moves into Streeter's old spot as traffic manager, Cincinnati Parts Depot.

Hagan Chemical & Controls, Inc.: Frank Kaprive, with the firm since 1951, appointed manager of the Traffic Department. He also heads traffic for Hagan's divisions, Calgon Co. and Hall Laboratories.

Westinghouse Electric Corp.: George T. Geiser moved up to planning manager of the Distribution Services Department, Pittsburgh. Succeeding him as traffic manager of the Westinghouse Supply Co. is Robert L. Ray.

Schenley Industries, Inc.: Edward Gusky, with Schenley since 1934, elevated to director of traffic. He has served as general traffic manager since 1938.

Handling and Shipping Equipment

Clark Equipment: The following district sales managers have been appointed by the Industrial Truck Division: Marvin B. Dickey and R. W. Self, Midwest; Earl F. Patterson, Northeast; William C. Portman, East Central. . . . Phillip E. Campbell named sales manager of the gas truck section, and John Norman named sales manager of the attachments section.

Hyster: W. R. "Mo" Washburn, elected to the board of directors. Until recently he was a Caterpillar Tractor Co. distributor.

Permacel: John O. Green, Jr., appointed to the board of directors.

Pitney-Bowes: Harry M. Nordberg, vice president-sales and service, upped to executive vice president and director. Elwood M. Davis, general sales manager, elected to succeed him. . . . Blynn B. Beck appointed general sales manager;



Washburn
Hyster



Nordberg

Davis

Pitney-Bowes veeps

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Paul V. Roberts takes over product sales managership from Beck, his post as manager of special machines sales being filled by Walter H. Wheeler, III. Joseph A. Lamplugh named for the new post of director of sales training.

Yale & Towne: James Rainey appointed district sales manager for the South Central United States.

Aircraft Manufacturers

Vertol: James N. Davis succeeds the retired Lawrence E. Williams as assistant to the president.

Miscellaneous

Air Transport Association: Louis J. Michot, Jr., joins as assistant to Leo Seybold, vice president-Federal Affairs.

Civil Aeronautics Administration: Raymond B. Maloy heads the new Office of International Cooperation as director.

International Civil Aviation Organization: Walter Binaghi, of Argentina, elected ICAO president, succeeding Dr. Edward Warner, of the United States.

Port of New York Authority: William M. Beveridge promoted to assistant general manager of the four metropolitan airports. Donald Foley takes over his former post as assistant manager of Newbold, vice president-Federal Affairs.



Seattle-Tacoma International Airport's statistics for the month of April, recently released, show an air-freight handling increase of 10% over the same month a year ago—from 2,388,445 pounds to 2,622,311 pounds. Air express registered a 7% increase—from 208,268 pounds to 222,579 pounds. For the first four months of 1957, freight (9,238,346 pounds) is 5% ahead of the comparable period in 1956, while express (918,105 pounds) is 8% higher.

Port O'Minot Airport, Minot, North Dakota, has been designated as an international airport of entry for civil aircraft and merchandise arriving from places outside the United States. The Bureau of Customs stated that "the designation of this airport is based on a determination that a sufficient need exists to justify such action and the designation is made for the purpose of providing for convenient compliance with customs requirements."



New trunkline service by Western Air Lines between Denver and San Diego has terminal points with a mandatory stop at Phoenix, has been voted by the Civil Aeronautics Board.

Bonanza Airlines has been authorized to provide nonstop and local service between Phoenix and Salt Lake City. The local service carrier also has been authorized to add Palm Springs as a joint intermediate point with Indio on its Phoenix-Los Angeles route.

Chief Examiner Francis W. Brown has recommended CAB approval of the amendment to the foreign air carrier permit of Compania Mexicana de Aviacion in order to add intermediate points in Mexico on the airline's Mexico City-Los Angeles route.

Avianca has received a foreign air carrier permit, authorizing it to haul cargo, mail, and passengers between "a point or points in Colombia" and the intermediate points San Juan, Azores, Lisbon, Madrid, Paris, and the terminal Frankfurt.

Examiner Ferdinand D. Moran has recommended that Transcontinental, S. A., of Argentina, be permitted to operate between Buenos Aires and New York for a period of three years.

Frontier Airlines has been authorized to provide two-stop service after two daily round trips to all intermediate points

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FORWARDERS

Airborne Freight Corp.: J. D. McPherson, president, revealed that AFC set a new monthly high in May when more than a half-million pounds of domestic and international freight was flown out of San Francisco. This represented an increase of 118% over the same month of a year ago. McPherson pointed out that hard freight accounted for 57% of the total volume, a 477% increase in this classification over the comparable month in 1956. AFC's president predicted continued increases for the balance of the year.

Emery Air Freight: This month Emery's International Division starts its second year. During the division's first year of operation, Pete George, manager, stated considerably more than 500 different customers with transatlantic air shipments were served. Business is pointing upward, George indicated. In March international revenue doubled that for January, and in April it bettered the March total by 15%. James P. Fay, who heads international sales, claimed that a survey had shown that "96% of all shipments originating anywhere in the United



George Fay Alexander

States arrive in Europe in less than 48 hours, and those from the metropolitan New York area arrive the next day." Emery's International Division headquarters are at New York International Airport. John Alexander, formerly with Airwork Atlantic, heads the European operation in London. Emery agents are located in the United Kingdom, Belgium, France, Switzerland, Netherlands, and West Germany.

Federation International des Associations de Transitaires et Assimiles: The Antwerp-headquartered organization of forwarding agents is pushing hard for concerted action in resolving the current situation brought on by the January 1 elimination of the IATA mixed-consignment rule. FIATA's Subcommittee on Air Traffic convened in Luxembourg several weeks ago and came to the conclusion that it is "essential to confirm to IATA, before the autumnal session, the request concerning the regulation and the tariffing of consolidated consignments." The forwarding organization has been seeking to meet early this month with representatives of similar groups "with a view to working out common propositions and taking counsel together as to the line of conduct to be adopted." A British participant at the Luxembourg meeting reported privately that "all the European consolidators are

up in arms." There is a definite move afoot to induce both the Air Freight Forwarders Association and the Customs Brokers & Forwarders Association of America to join FIATA for the purpose of presenting a united front to IATA.

CLUB NEWS

Export Managers Club of New York, Inc.: Theodore A. Dyke, vice president, Combustion Engineering, Inc., has been reelected president. Vice presidents elected: R. F. Bray, United States Steel Export Co.; James C.

Gilson, Pepsi Cola International; Harry S. Hower, Jr., Corning Glass Works; George L. Powell, General Motors Overseas. Helen J. Devlin was reelected secretary. Directors elected: John A. Aron, United States Rubber International; Theodore A. Dyke; Oren O. Gallip, Faultless Caster Corp.; John P. Kinnane, Crane Co.; Hubert J. Stone, Decca Records, Inc.; H. J. Studney, Chicopee Mills, Inc.

Export Managers Club of Chicago: C. A. Hofstetter, export manager, Ace Fastener Co., was elected president, succeeding R. E. Kilpatrick, export manager, Kester Solder Co. First vice president is C. C. Crittenden, president of Signode Steel Strapping Overseas Co.; Second vice president, E. L. Schimmel, vice president of Bell & Howell Co.; secretary, Richard A. Hawkins, manager of the foreign department, Goodman Manufacturing Co.; treasurer, Earl A. Denton, president of Earl A. Denton & Co., Inc. Directors: Stuart D. Nelson, export sales manager of Automatic Transportation Co.; A. J. Vargas, director of international operations of Chicago Pharmacal Co.; J. R. Alvarez, vice president of Tyler Refrigeration International, C. A.; J. A. Miguel, Jr., vice president of Zenith Radio Corp.; Robert E. Oscar, president of Automotive Service International. Present directors: T. P. Collier, overseas sales and manufacturing consultant; J. Theodore Wolfson, president of Maremont International Corp.

Buffalo Traffic Club: Newly elected officers—Kenneth A. Schuster, president; William F. Bolt, Cooperative G. L. F. Exchange, first vice president; Gregory M. Schifferli, Nickel Plate Railroad, second vice president; Robert L. Woodhouse, Bell Aircraft Corp., financial secretary; Margaret Kendall, American Elevator & Grain Co., recording secretary; Nelson W. Bjornson, Buffalo Slag Co., ex-officio.

Industrial Traffic Managers Association of Baltimore: R. L. Gorsuch, Butler Brothers, was elected president. Named to the respective offices of vice president and secretary-treasurer were David McIntyre, American Alcolac Corp.; and Harry Kraft, retired.

Harrisburg Traffic Club: Elected officers for the ensuing year were: Walter D. Sheridan, Pennsylvania Railroad, president (who succeeded James K. McConnel, U. S. Steel Homes, Inc.); Frank Floto, Reading Co., first vice president; George M. Strucko, Jones Motor Co., second vice president; Robert E. Hoke, Pennsylvania Liquor Control Board, secretary-treasurer. Directors: Elwood E. Fleisher, W. O. Hickok Manufacturing Co.; George M. Sassaman, Reading Co.; R. A. Martin, Capital Airlines; James A. Hill, Motor Freight Express, Inc.

HANDLING & PACKAGING

A cross-section of United States industry representing air cargo, photographic materials, packaging engineers, United States Government, materials handling, marine underwriters, and others concerned with the shipment of materials requiring special handling voted for the development of standard symbols for marking nondangerous goods. The industry representatives met at the offices of the American Standards Association. ASA has been asked to participate in an international project on pictorial markings which will be carried through the International Organization for Standardization, and to establish a project for developing American standards in the field. The Society of Industrial Packaging and Materials Handling Engineers has been recommended to serve as sponsor of the American project. The Indian Standards Institute, national standards body of India, will be secretariat of the ISO project.

The recently concluded 7th National Materials Handling Exposition, held in Philadelphia this year, drew some 18,600 visitors from 14 countries. Officials called it one of the most successful in the history of the show. Next year's show will be held in the Public Auditorium, Cleveland. Dates: June 9-12.

Brummeler Steel Products Corp., manufacturer of corrugated metal containers, pallets, skids, and racks, has joined Materials Handling Institute, Inc. MHI membership now totals 81, of which 10 are associate members.

The 1957 Short Course, sponsored by Temple University in conjunction with the Society of Industrial Packaging & Materials Handling Engineers, will cover topics ranging from basic principles of package engineering through management coordination, communications, and equipment financing. H. C. Rountree is chairman of the Short Course Committee. The course will be conducted October 28-30 in Atlantic City during the National Industrial Packaging & Handling Exposition of 1957. The exposition will continue through October 31.

Illustrated here is the Barrett-Cravens Co.'s Radox remote controlled tractor at work in the warehouse of the H. S. Davies Co., Chicago, distribution point for several hundred food stores. Orders are selected with the aid of the electronically controlled



tractor, which tows one or more flat bed trucks on which palletized stock is placed. A small control box attached to the operator's belt guides the movements of the train. The operator merely touches a button which sends the battery-controlled tractor forward or to either side. He is able to control the

tractor without going to it or even approaching it within a distance of 200 feet. If he desires, he can operate the tractor manually.

Around the perimeter of Davies' 167,000 square foot warehouse is a perpetual motion in-floor conveyor which hauls the loaded floor trucks to the order assembly area. There fork trucks pick up the pallets from the floor trucks and move them into a highway trailer.

On display at the American International Building, 102 Maiden Lane, New York, are some of the latest methods of protecting export shipments from damage and loss. The display, which illustrates the packaging, sealing, bundling, and reinforcing uses of pressure sensitive adhesive tapes for export packaging is sponsored by the Pressure Sensitive Tape Council in cooperation with American International Underwriters. PSTC recently shipped five packages sealed with self-adhering tapes around the world by sea and air in order to dramatize the tapes' utility value. (See *Around the World in 80 Days* in this issue.)

United States Airlines

FACTS & FIGURES

Seaboard & Western: In its first full year of scheduled transatlantic all-cargo operations, the 10,931,524 ton-miles logged represented a 63% increase over the previous 12-month period. Fiscal year ended April 30. . . . First four months of 1957 show a 65% gain over the January-April, 1956, period. Total flown was 3,698,959 ton-miles.

TWA: Freight ton-miles flown on domestic routes in April exceeded the record for the same month a year ago by 21.6%.

United: May freight totals set new company highs for that month. Freight, with 5,452,000 ton-miles reported, was 36% higher. Express totals, hit hard by REA's labor difficulties, dropped off 58% to some 410,000 ton-miles.

Foreign Airlines

BEA: Freight haulage rose 22.3% in the year ended March 31, 1957—from 7,547,700 ton-miles to 9,227,800 ton-miles.

Japan: Net profit of \$1,167,000 for the October, 1956-March, 1957, period is reported.

Lufthansa: An all-time high was reached last March when cargo totals shot 39% above the previous month and 200% over March, 1956.

Indirect Air Carriers

Emery: A semi-annual dividend of 20¢ per share was paid June 17 to stockholders of record June 3.

Aircraft Manufacturers

Lockheed: First quarter net earnings amounted to \$3,415,000 (\$1.16 per share). This was down from last year's \$4,413,000 (\$1.51 per share) due to heavy development costs on the new *Electra* transport which reportedly totalled \$5.6 million in this period. Lockheed said the *Electra* development accounted for 4/5 of a total research and development expense of \$6,857,000 for the quarter, a 70% increase over 1956.

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An interline cargo handling agreement has been reached by ASA International Airlines and Seaboard & Western Airlines. The pact permits shippers to transport freight between Seaboard's points in Europe and ASA's stops in Central and South America through the United States gateway on a single shipping document. ASA, which operates C-46s, is based at St. Petersburg. Seaboard's base is New York and operates a fleet of 10 Super Constellations and three DC-4s.

BOWLES ARTICLE

(Continued from Page 22)

Take the cost of a game lost as the result of just one vital player or his gear missing an engagement (as in the case of the hockey team) or the cost of a game lost due to travel fatigue, and you have an offsetting factor to air charter costs which while difficult to evaluate, is nonetheless real.

Or take the case of the tanker costing several thousands of dollars each day it is out of service, or the value of a shipload of perishables endangered by faulty refrigeration, and you have offsetting factors to air charter costs which can be counted in dollars and cents which make it actually cheaper than other means of transportation.

Perhaps the best evidence that air charter is cheaper can be found in the regular users on a contract basis. Manufacturers and other shippers who have made effective application of this means of transportation to their distribution needs have done so because of very real and tangible savings.

One of the prerequisites is volume-plane-load volume. (See *The Planeload Shipper* in May, 1957 AT.) This applies equally to individual trip charters as well as continuing contract operations. In addition, the latter requires regularity of movement. Not necessarily every day, or every week, but with sufficient continuity to provide minimum aircraft utilization.

Utilization is a factor which applies equally to plant as well as other facilities, including aircraft, whether operated on individual trip charters or on a continuing contract basis. Other factors being equal, once the break-even point is reached costs come down as utilization goes up. As in the case of other facilities, utilization is the key to profits by contract air charter.

This means providing sufficient utilization in terms of miles or flying time to meet operational break even cost requirements, which will vary with the type of operation and equipment used. Because of the variables it is difficult to project basic cost factors of general application.

This is frequently confusing and sometimes misleading to potential users of contract-charter service accustomed to fixed rates applicable to other types of service. As a result they find it difficult to make realistic cost comparisons and without such a yardstick conclude it is more costly. Such cost comparisons and effective application of this specialized type of service can most frequently be made only by individual analysis and study of specific distribution or transportation problems in their total context.

Cargowise this requires consideration of some and other factors not always associated directly with transportation. Two of

these are inventory control and warehousing. Such factors should be considered in the context of total costs and total savings resulting from the use of such air transportation rather than a simple comparison of direct transportation costs and their differentials.

Case in point is the carpet manufacturer who traditionally carried warehousing-distribution costs as a general expense item. When such costs were segregated and charged to applicable sales territories it was found in at least one sales area that air transportation could be economically substituted for the more costly warehousing distribution system previously used. This was only brought to light by segregating these costs and comparing them with total savings when air transportation was used.

The whole area of inventory control, warehousing, and distribution as effected by air transportation is largely unexplored and one which justifies more attention by management. Since no generalities applicable to all companies can be made relative to possible savings, each distribution problem requires individual analysis. Since under certain conditions net savings are both possible and often substantial, more managements alert to the potential savings in an era of rising costs are today exploring this fertile field in search of greater profits. For those with the right combination of factors considered in the context of total costs and overall savings, contract-air charter is cheaper.

AERONAVES

(Continued from Page 8)

writing, no words had been issued by the United States Government as to which carriers will fly these routes.

Aeronaves expects to receive delivery of the first two of its three ordered Bristol Britannias in September.

Riddle Suspends Norfolk Service for Low Volume

Norfolk, Va.—“Lack of sufficient volume of long-haul traffic to economically maintain service” to and from this city is the cause of Riddle Airlines' suspension of scheduled all-cargo runs here according to an announcement made by the carrier at press time. The service to Norfolk which began last February 19 was suspended temporarily on July 1. Company officials indicated that they would resume operations here when an adequate volume of long-haul traffic is developed in the area. The city is not included in Riddle regular certificated routes. It had been served under a temporary one-year exemption.

BOAC Surveys Reopening South American Services

London—Winston Bray, commercial planning manager of BOAC, is heading a party of corporation officials who are on a three-week tour of South America for the purpose of determining whether a resumption of United Kingdom-South America air services would be economically feasible. These services were ended in April, 1954, when the withdrawal of BOAC's *Comets* forced a shifting of the Canadian-built *Argonauts*, then used on the South American runs, to other international routes.

AIR SHIPPING ★ ★ ★

[REG. U. S. PAT. OFF.]

International Airline Cargo Rates (including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served direct by carriers, or by transshipment aboard aircraft of the same company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

ANC—Anchorage	MEX—Mexico City
BAL—Baltimore	MIA—Miami
BGR—Bangor, Me.	MKE—Milwaukee
BUJ—Beaumont, Tex.	MSP—Minneapolis-St. Paul
BOS—Boston	MOB—Mobile
BRO—Brownsville, Tex.	MTL—Montreal
BTW—Burlington, Vt.	MSY—New Orleans
CHS—Charleston, S. C.	OMA—New York (La Guardia)
CHI—Chicago	IDL—New York (Idlewild)
CVG—Cincinnati	EWK—Newark
CLE—Cleveland	PHF—Newport News, Va.
CRP—Corpus Christi, Tex.	ORF—Norfolk
CTB—Cut Bank, Mont.	NLD—Nuevo Laredo, Mex.
DAL—Dallas	OAK—Oakland, Calif.
DEN—Denver	OMA—Omaha, Nebr.
DTW—Detroit	PDK—Paducah, Ky.
DLH—Duluth	PIA—Peoria, Ill.
ELD—El Dorado, Ark.	PHL—Philadelphia
ELP—El Paso	PIT—Pittsburgh
EVV—Evansville, Ind.	PDX—Portland, Ore.
FAY—Fayetteville, N. C.	PVD—Providence
FWA—Fort Wayne, Ind.	STL—St. Louis
FTW—Fort Worth	SYD—Sydney, N. S.
GFK—Grand Forks, N. D.	PIE—St. Petersburg Fla.
GRW—Greenwood, Miss.	SLC—Salt Lake City
HAT—Hartford	SAT—San Antonio
HAV—Havana	SFO—San Francisco
HOT—Hot Springs, Ark.	SAV—Savannah
HOU—Houston	SEA—Seattle
HNL—Honolulu	SHV—Shreveport, La.
IND—Indianapolis	GEG—Spokane, Wash.
JAN—Jackson, Miss.	SGF—Springfield, Mo.
JAX—Jacksonville	TPA—Tampa
MKC—Kansas City, Mo.	HUF—Terre Haute, Ind.
KIN—Kingston, Jam.	TOL—Toledo, Ohio
LHD—Laredo	YTO—Toronto, Ont.
LIT—Little Rock, Ark.	YVR—Vancouver, B. C.
LAX—Los Angeles	DCA—Washington, D. C.
MEM—Memphis	

AIRLINE SYMBOLS

A—American Airlines
AA—Argentine Airlines
AF—Air France
AS—Aerovias Sud Americanas
AV—Avianca
B—Brasif International Airways
B-E—Brasif-Eastern inter-carrier
BO—British Overseas Airways Corp.

BZ—Brazilian International Airways REAL System

D—Delta Air Lines
E—Eastern Air Lines
EL—El Al (Israel Airlines)
I—Icelandic Airlines
IB—Iberia Air Lines of Spain
J—Japan Airlines
K—KLM Royal Dutch Airlines
LI—Linee Aeree Italiane (Italian Airlines)
LH—Lufthansa German Airlines
LV—Linea Aeropostal Venezolana
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Panagra
Q—Qantas Empire Airways
R—Riddle Airlines
RR—RANSA
S—Sabena Belgian Airlines
SS—Scandinavian Airlines System
SW—Seaboard & Western Airlines
SR—Swissair
T—Trans-Canada Air Lines
TA—TACA International Airlines
TL—Transocean Air Lines
TN—TAN Airlines
TR—Trans World Airlines
U—United Air Lines
V—VARIG Airlines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

FREIGHT OVER 1,000 POUNDS—Apply to airline for rates.

TRANSPACIFIC FREIGHT: Apply to airline for lower rates for shipments of over 440 pounds.

AF: Valuation charge is applicable only on shipments equal to or more than \$7.49 per pound.

L: Shipments of less than 22 lbs. are sent air express.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

CT: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

* This involves onward carriage by another airline.

** Per \$100 (Canadian Currency) value, pro-rata.

† Minimum charge for this shipment is that for 25 lbs.

‡ Rate of 25 lbs. or less.

• Minimum weight 50 lbs.

• Per hundredweight.

† Minimum charge per shipment \$3.00.

‡ Minimum charge per shipment \$4.00.

†† Minimum charge per shipment \$7.00.

‡ Minimum charge per shipment \$5.00.

c Canadian Currency.

d Daily freighter service.

m Minimum charge under 100 lbs.

tm Truck to Miami.

Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value		
Ajaccio, Corsica....	IDL AF	1.34	1.00	.40	Dly except Sa	
"	BOS AF	1.32	.99	.40	Sa	
"	CHI AF	1.39	1.06	.40	W,Sa	
"	YML AF	1.30	.97	.40	W,Sa	
Alghero, Italy.....	IDL LI	1.47	1.10	.40	Dly	
"	BOS LI	1.45	1.09	.40	W,Sa	
Algiers, Algeria....	IDL TW	1.39	1.04	.40	W	
"	IDL AF	1.39	1.04	.40	Dly	
"	BOS AF	1.37	1.03	.40	Sa	
"	CHI AF	1.45	1.10	.40	W,Sa	
"	YML AF	1.35	1.01	.40	W,Sa	
"	CHI TW	1.45	1.10	.40	W	
"	PHL TW	1.41	1.06	.40	W	
"	MKT TW	1.47	1.10	.40	W	
"	LAX TW	1.66	1.30	.40	T	
"	IDL BO	1.39	1.04	.40	Dly	
"	BOS BO	1.37	1.03	.40	Th,Sa	
"	YML BO	1.35	1.01	.40		
Amman Trans-Jordan	IDL BO	1.87	1.40			
"	BOS BO	1.85	1.39			
"	IDL BO	1.83	1.37			
Amsterdam, Neth....	IDL S	1.22	.92	.30	Dly	
"	IDL BO	1.22	.92	.30	Dly	
"	BOS BO	1.21	.91	.40	Th,Sa	
"	YML BO	1.18	.89	.40		
"	IDL P	1.22	.92	.30	Dly	
"	BOS P	1.21	.91	.30	Dly	
"	CHI P	1.28	.98	.40	Dly	
"	PHL P	1.24	.94	.30	M,W,F	
"	IDL SS	1.22	.92	.30	Dly	
"	LAX SS	1.49	1.17	.40	Dly	
"	IDL SR	1.22	.92	.30	Dly	
"	IDL K	1.22	.92	.30	Dly	
"	YML K	1.12	.84	.30	Su,W,Sa	
"	IDL SW	1.22	.92	.30	T,F,Sa	
"	IDL EL	1.22	.92	.30	T,F,Sa	
Anchorage, Alaska..	SEA NW	.23	.17	.15	Dly	
"	MSP NW	.41	.31	.15	Dly	
"	IDL NW	.52	.39	.20	Dly	
"	CHI NW	.44	.33	.20	Dly	
Ankara, Turkey....	IDL K	1.79	1.34	.40	T,Th	
"	IDL P	1.79	1.34	.40	Su,M,W,F	
"	BOS P	1.77	1.33	.40	Su,M,W,F	
"	CHI P	1.85	1.40	.40	Su,M,W,F	
"	IDL SS	1.78	1.33	.40	M,F	
"	LAX SS	2.05	1.59	.40	M,F	
"	IDL BO	1.79	1.34	.40	Dly	
"	BOS BO	1.77	1.33	.40	Th,Sa	
"	YML BO	1.75	1.31	.40		
Antigua, B.W.I....	IDL P	.34	.26	.20	Dly	
"	MIA P	.35	.19	.10	Dly	
Antofagasta, Chile..	MIA P	1.17	.78	.30	T,Th	
"	BOS P	1.27	.96	.40	W,Sa	
"	MSY P	1.19	.90	.30	T,Sa	
"	HOU P	1.22	.92	.40	T,F	
"	BRO P	1.22	.92	.40	T,P	
"	LAX P	1.36	1.02	.40	T,Th	
"	SFO P	1.42	1.07	.40	T,Th	
Antwerp, Belgium..	IDL S	1.22	.92	.30	Dly except Sa	
Arecibo, P. R.....	MIA R	.15	.12	.10	Dly	
"	IDL R	.22	.20	.10	Dly	
Arequipa, Peru....	MIA P	1.00	.75	.30	Sa	
"	MSY P	1.07	.80	.30	Sa	
"	HOU P	1.09	.82	.30	F	
"	BRO P	1.00	.82	.30	F	
"	LAX P	1.22	.92	.40	Th	
Arica, Chile.....	MIA P	1.07	.80	.30	Su	
"	MSY P	1.12	.85	.30	Su	
"	HOU P	1.16	.87	.30	F	
"	BRO P	1.16	.87	.30	F	
Armenia, Colombia..	MIA AV	.54	.41	.15	M,T,W,F,Sa	
"	IDL AV	.64	.48	.20	Dly	
Aruba, N.W.I.....	MIA K	.30	.23	.15	Dly	
"	YML K	.45	.35	.15	Dly	
"	MIA RN	.30	.23	.15	Dly	
Asmara, Eritrea....	IDL BO	2.19	1.65	.40	Th	
"	BOS BO	2.17	1.63	.40	Th,Sa	
"	YML BO	2.15	1.61	.40		
Asuncion, Paraguay	BRO B	1.49	1.12	.40	M	
"	CHI B	1.50	1.13	.40	M	
"	CRP B	1.49	1.12	.40	M	
"	DAL B	1.50	1.13	.40	M	
"	DCA B-E	1.47	1.11	.40		
"	EWK B-E	1.47	1.11	.40		

Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value		
Aalborg, Denmark..	IDL SS	1.31	.98	.40	Dly	
"	LAX SS	1.57	1.24	.40	Dly	
Abadan, Iran.....	IDL SS	2.12	1.59	.40	T,Th	
"	BOS BO	2.10	1.58	.40		
"	YML BO	2.08	1.56	.40		
"	IDL BO	2.12	1.59	.40		
Abidjan, Ivory Coast	IDL AF	1.91	1.44	.40	T,Sa,M,W	
"	BOS AF	1.90	1.42	.40	Sa	
"	CHI AF	1.97	1.49	.40	W,Sa	
"	YML AF	1.87	1.41	.40	W,Sa	
Accra, Br. Gold Coast	IDL BO	1.91	1.44	.40	Dly	
"	BOS BO	1.90	1.42	.40	Th,Sa	
"	YML BO	1.87	1.41	.40		

Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value		
Accra (Cont'd)	IDL P	1.91	1.44	.40	Th	
"	BOS P	1.90	1.42	.40	Th	
"	CHI P	1.97	1.49	.40	Th	
Addis Ababa.....	BOS BO	2.32	1.74	.40	Th,Sa	
"	IDL BO	2.34	1.75	.40	Dly	
"	BOS BO	1.90	1.42	.40	Th,Sa	
"	YML BO	2.30	1.72			
"	IDL SR	2.34	1.75	.40	Dly ex. M,Th	
Aden, Aden.....	IDL BO	2.32	1.74	.40	Dly	
"	BOS BO	2.30	1.73	.40	Th,Sa	
"	YML BO	2.28	1.71			
Ahmedabad.....	IDL BO	2.59	1.96	.40	Dly	
"	BOS BO	2.57	1.95	.40	Th,Sa	
"	YML BO	2.55	1.93	.40		

SHIPPERS, ATTENTION!

The rates published in this section are General Commodity Rates. For Specific Commodity Rates, which are substantially lower, apply to the airline or authorized air cargo agent/air freight forwarder.

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)				
Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Depart
Asuncion (Cont'd)	FTW B	1.50	1.13	.40 M	Bamako (Cont'd)	CHI AF	1.97	1.40	.40 W,Sa	Batna (Cont'd)	PHL TW	2.13	1.60	.40 Su,T
"	HOU B	1.49	1.12	.40 M	"	YML AF	1.87	1.41	.40 W,Sa	"	CHI TW	2.16	1.64	.40 Su,T
"	MIA B	1.39	1.04	.40 M,F	Bangkok, Siam.....	IDL P	3.07	2.30	.40 Dly	"	MKC TW	2.20	1.64	.40 Su,T
"	SAT B	1.50	1.13	.40 M	"	PDX P	3.34	2.56	.40 M,T,W,F	"	LAX TW	2.38	1.34	.40 M,Sa
"	MIA BZ	1.29	.95	.20 T,Th,W,Sa	"	SEA P	3.34	2.56	.40 M,T,W,F	Bastia, Corsica.....	IDL AF	1.34	1.00	.40 Dly except F
"	IDL P	1.47	1.11	.40 Su,T,Sa	"	LAX P	3.34	2.56	.40 Dly ex. M,Th	"	BOS AF	1.33	.99	.40 Sa
"	HOU P	1.49	1.12	.40 M	"	BOS P	3.05	2.29	.40 Dly	"	CHI AF	1.39	1.06	.40 W,Sa
"	BRO P	1.49	1.12	.40 T	"	PHL P	3.09	2.32	.40 W,F	"	YML AF	1.30	.97	.40 W,Sa
"	LAX P	1.39	1.03	.40 T,Th	"	SFO P	3.34	2.56	.40 Dly ex. M,Th	Beirut, Lebanon....	IDL AF	1.87	1.40	.40 Su,T,W,F,Sa
"	MIA P	1.39	1.04	.40 Su,M,Th	"	IDL SR	3.07	2.30	.40 M,Th,F	"	BOS AF	1.85	1.39	.40 Sa
"	MSY P	1.45	1.10	.40 Th,Sa	"	IDL SS	3.07	2.30	.40 T,Th,Sa	"	CHI AF	1.93	1.46	.40 W,Sa
"	IDL AA	1.47	1.10	.40	"	LAX SS	3.34	2.56	.40 T,Th,Sa	"	YML AF	1.83	1.37	.40 W,Sa
Athens, Greece.....	IDL LI	1.67	1.25	.40 Dly	"	IDL K	3.07	2.30	.40 Sa	"	IDL SS	1.87	1.40	.40 Su,T,F,Sa
"	BOS LI	1.66	1.24	.40 W,Sa	"	CHI AF	3.13	2.35	.40 W,Sa	"	LAX SS	2.14	1.66	.40 M,T
"	IDL AF	1.67	1.25	.40 Su,T,W,F	"	YML AF	3.03	2.27	.40 W,Sa	"	IDL B	1.87	1.40	.40 W
"	BOS AF	1.66	1.24	.40 Sa	"	IDL BO	3.07	2.30	.33 Dly	"	IDL P	1.87	1.40	.40 Dly
"	CHI AF	1.73	1.31	.40 W,Sa	"	BOS BO	3.05	2.29	.33 Th,Sa	"	BOS P	1.85	1.39	.40 Dly
"	YML AF	1.63	1.22	.40 W,Sa	"	YML BO	3.03	2.27	.40	"	PHL P	1.89	1.43	.40 M
"	IDL BO	1.67	1.25	.40 Th,Sa	"	IDL K	3.07	2.30	.40 Dly	"	CHI P	1.93	1.45	.40 Dly
"	BOS BO	1.66	1.24	.40 Th,Sa	"	YML K	2.91	2.18	.37 W,Sa	"	LAX P	2.14	1.66	.40 Dly
"	YML BO	1.63	1.22	.40	Bangui, Fr. Eq. Afr.	IDL AF	2.25	1.69	.40 Sa	"	SFO P	2.14	1.66	.40 Dly
"	IDL K	1.67	1.25	.40 Su,M,W,Th,Sa	"	BOS AF	2.24	1.68	.40 Sa	"	IDL K	1.87	1.40	.40 Dly
"	YML K	1.56	1.17	.40 Su,Th,F	"	CHI AF	2.31	1.75	.40 W,Sa	"	YML K	1.75	1.31	.40 Su,Th,F
"	IDL EL	1.67	1.25	.40 T,F,Sa	"	YML AF	2.21	1.66	.40 W,Sa	"	IDL BO	1.87	1.40	.40 Dly
"	IDL SS	1.67	1.25	.40 T,W,Sa	Barbados, B.W.I....	IDL BO	.44	.33	.15 Dly	"	BOS BO	1.85	1.39	.40 Th,Sa
"	LAX SS	2.05	1.60	.40 T,W,Sa	"	MIA BO	.37	.29	.20 W,Sa	"	YML BO	1.83	1.37	.40 M,W,F,Sa
"	IDL TW	1.67	1.25	.40 12 Weekly	"	YML BO	.49	.37	.20	"	IDL SR	1.87	1.40	.40 Dly except M
"	CHI TW	1.73	1.31	.40 13 Weekly	"	YML T	.49	.37	.20 T	"	IDL LH	1.87	1.40	.40 Sa,Su
"	PHL TW	1.81	1.36	.40 13 Weekly	Barcelona, Spain....	IDL AF	1.33	1.00	.40 Sa,T,F	Belem, Brazil.....	IDL P	.94	.71	.30 Su,M,W
"	MKC TW	1.87	1.40	.40 13 Weekly	"	BOS AF	1.31	.98	.40 Sa	"	MIA P	.89	.67	.30 Su,T,Sa
"	LAX TW	2.05	1.60	.40 13 Weekly	"	CHI AF	1.39	1.06	.40 W,Sa	"	MSY P	1.28	.97	.40 Su,T,Sa
"	BOS TW	1.86	1.24	.40 T,Th,Sa	"	YML AF	1.29	.97	.40 W,Sa	"	HOU P	1.38	1.04	.40 Su,T,Sa
"	IDL S	1.67	1.25	.40 M,T,W,F	"	IDL BO	1.31	.98	.40 Th,Sa	"	BRO P	1.31	.98	.40 Su,T,F
"	IDL SR	1.67	1.25	.40 Dly	"	YML BO	1.29	.97	.40	"	LAX P	1.56	1.56	.40 Su,T
Auckland, N. Z.....	LAX P	2.04	1.53	.40 Su,W,F	"	IDL IB	1.33	1.00	.25 W,F	"	IDL V	.86	.65	.20 T,Th,Sa
"	SFO P	2.04	1.53	.40 Su,W,F	"	IDL S	1.33	1.00	.40 M,T,Th	"	IDL BZ	.87	.65	.20
"	PDX P	2.04	1.53	.40 Su,W,F	"	IDL SS	1.33	1.00	.40 M,Th	"	MIA BZ	.70	.52	.20
"	SEA P	2.05	1.53	.40 M,W,F	"	LAX SS	1.60	1.25	.40 M,Th	Belfast, N. Ireland..	IDL BO	1.11	.83	.30 Dly
"	IDL P	3.91	2.93	.40 Su,W,F	"	IDL P	1.33	1.00	.40 T,Sa	"	BOS BO	1.09	.83	.30 Th,Sa
"	BOS P	3.89	2.92	.40 Su,W,F	"	CHI P	1.31	.98	.40 T,Sa	"	YML BO	1.07	.80	.30
"	CHI P	2.25	1.72	.40 Su,W,F	"	BOS P	1.39	1.06	.40 T,Sa	Belgrade,.....	IDL SR	1.60	1.20	.40 M,F
"	SFO Q	2.03	1.52	.40 M,W,Th,Sa	"	LAX P	1.60	1.25	.40 M,F	"	IDL BO	1.60	1.20	.40 T,F
"	IDL BO	3.96	2.97	.40 Dly	"	IDL SR	1.33	1.00	.40 Dly	"	BOS BO	1.58	1.18	.40 Th,Sa
"	BOS BO	3.94	2.95	.40 Th,Sa	"	IDL K	1.33	1.00	.40 M,Th,Sa	"	YML BO	1.56	1.17	.40
"	YML BO	3.91	2.92	.40	Barcelona, Venezuela	IDL LV	.81	.38	.20 Dly except Su	"	IDL LI	1.60	1.20	.40 Dly
Baghdad, Iraq.....	IDL BO	2.06	1.55	.40 Dly	"	MIA LV	.41	.31	.20 Dly except Su	"	BOS LI	1.58	1.18	.40 W,Sa
"	BOS BO	2.04	1.53	.40 Th,Sa	Bari, Italy.....	IDL LI	1.46	1.10	.40 Dly	"	BOS BO	1.60	1.20	.40 Th,Sa
"	YML BO	2.02	1.52	.40	"	BOS LI	1.44	1.08	.40 W,Sa	Bergen, Norway....	IDL SS	1.31	.98	.40 Dly
"	IDL LH	2.06	1.55	.40 W	Barranra, Col.	MIA AV	.54	.41	.20 Su,M,W	"	IDL BO	1.31	.98	.40 Dly
"	IDL K	2.06	1.55	.40 Su,T,Th	"	IDL AV	.49	.37	.20 Su,T,F	"	BOS BO	1.29	.97	.40 Th,Sa
"	YML K	1.93	1.45	.40 W	Barranquilla, Col..	MIA AV	.39	.29	.20 Su,M,W	"	YML BO	1.27	.95	.40
"	IDL SS	2.06	1.55	.40 Su,M,F	"	IDL AV	.49	.37	.20 Dly	"	LAX SS	1.57	1.24	.40 Dly
"	IDL AF	2.04	1.53	.40 Su,T,W	"	MIA P	.45	.34	.20 Dly ex. M,W	"	IDL AF	1.37	1.03	.40 Dly
"	BOS AF	2.02	1.52	.40 Sa	"	HOU P	.48	.37	.20 Dly	"	BOS AF	1.35	1.01	.40 F
"	YML AF	2.12	1.60	.40 W,Sa	"	BRO P	.47	.37	.20 Su,T,F	Berlin, Germany....	CHI AF	1.42	1.08	.40
"	CHI AF	2.04	1.53	.40 W,Sa	"	LAX P	.63	.47	.20 Su,T,W,Sa	"	YML AF	1.32	.99	.40
"	IDL SR	2.06	1.55	.40 T,Th	"	MIA K	.39	.29	.15 M,F	"	IDL SR	1.37	1.03	.40 Dly
"	IDL BO	2.06	1.55	.40 Th,Sa	"	YML K	.54	.41	.15 F	"	BOS P	1.35	1.01	.40 Dly
"	IDL LH	2.06	1.55	.40 W	Basle, Switzerland..	IDL SR	1.30	.98	.40 Dly	"	IDL P	1.37	1.03	.40 Dly
Bahrein, Arabia....	IDL BO	2.19	1.64	.40 Dly	"	IDL BO	1.30	.98	.40 Dly	"	CHI P	1.42	1.08	.40 Dly
"	BOS BO	2.17	1.63	.40 W,Sa	"	BOS BO	1.28	.97	.40 Th,Sa	"	LAX P	1.63	1.28	.40 Dly
"	YML BO	2.15	1.61	.40	"	YML BO	1.28	.95	.40	"	SFO P	1.66	1.28	.40 Dly
Bahia, Canal Zone.	MIA P	.39	.20	.20 Dly	"	IDL AF	1.30	.98	.40	"	IDL BO	1.37	1.03	.40 Dly
"	MSY P	.45	.34	.20 Dly ex. M,F	"	BOS AF	1.28	.97	.40	"	LAX SS	1.63	1.28	.40 Dly
"	HOU P	.48	.37	.20 Dly	"	CHI AF	1.36	1.03	.40	Bermuda.....	LGA E	.20	.15	.10 Dly
"	BRO P	.48	.37	.20 Su,T,F	"	YML AF	1.36	.95	.40	"	DCA E	.20	.15	.10 Su,Sa
"	LAX P	.61	.46	.20 Su,T,W,Sa	"	IDL K	2.11	1.58	.40 W	"	YML E	.25	.19	.10
"	SFO P	.62	.51	.20 Su,T,W,Sa	Baqa, Iraq.....	IDL SR	2.11	1.58	.40 Su,T,Sa	"	IDL P	.20	.15	.10 Dly
"	BRO B	.48	.36	.20 M,W	"	BOS BO	2.09	1.57	.40 Th,Sa	"	BOS P	.20	.15	.10 Dly
"	CRP B	.48	.36	.20 M,W	"	YML BO	2.07	1.55	.40	"	YML T**	.25	.19	.05 Su,Tu,Sa
"	DAL B	.51	.38	.20 M,W	"	IDL BO	2.11	1.58	.40	"	YTO T**	.25	.19	.05 Su,Tu,Sa
"	FTW B	.51	.38	.20 M,W	"	IDL TW	2.11	1.58	.40 Su,T	"	BOS BO	.20	.15	.07 Th,Sa
"	HOU B	.48	.36	.20 M,W	"	"	"	"	"	"	YML BO	.25	.19	.10
"	MIA B	.39	.19	.20 Su,M,W,Th,F	"	"	"	"	"	"	MIA BO	.35	.19	.10
"	SAT B	.51	.38	.20 M,W	"	"	"	"	"	"	"	"	"	"
"	EWB-BE	.49	.33	.20 Su,M,W,Th,F	"	"	"	"	"	"	"	"	"	"
"	DCA-BE	.49	.31	.20 Su,M,W,Th,F	"	"	"	"	"	"	"	"	"	"
"	MSY TA	.45	.24	.20 Sa	"	"	"	"	"	"	"	"	"	"
"	PIE AS	.39	.19	.20	"	"	"	"	"	"	"	"	"	"
Bamako, Fr. W. Afr.	IDL AF	1.91	1.44	.40 Th	"	"	"	"	"	"	"	"	"	"
"	BOS AF	1.90	1.42	.40 Sa	"	"	"	"	"	"	"	"	"	"

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INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)				Depart	RATES (See Note)				Depart	RATES (See Note)				Depart			
Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)		Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)		Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)				
Bermuda (Cont'd)	IDL BO	.20	.15	.07	Su,F,Sa	Cairo (Cont'd)	YML AF	1.83	1.37	.40	W,Sa	Concepcion (Cont'd)	HOU P	1.26	.94	.40	Sa
Berne, Switzerland	IDL SR	1.30	.98	.40	Dly	IDL K	1.87	1.40	.25	Dly except Th	BRO P	1.26	.94	.40	Sa		
"	IDL BO	1.30	.98	.40	Dly	YML K	1.83	1.37	.25	Su,Th,F	LAX P	1.39	1.05	.40	Sa		
"	BOS BO	1.28	.97	.40	Th,Sa	IDL SS	1.87	1.40	.40	Th,F	IDL SS	1.31	.98	.40	Dly		
"	YML BO	1.26	.85	.40	"	LAX SS	2.14	1.66	.40	Th,F	LAX SS	1.57	1.24	.40	Dly		
Bimini, Bahama Is.	MIA BO	.05	.10	"	"	IDL TW	1.87	1.40	.40	S,M,T,F	IDL BO	1.31	.98	.40	Dly		
Birmingham, Eng.	IDL BO	1.13	.85	.30	Dly	CHI TW	1.93	1.46	.40	S,M,T,F	BOS BO	1.29	.97	.40	Th,Sa		
"	BOS BO	1.11	.83	.30	Th,Sa	BOS TW	1.85	1.39	.40	T	YML BO	1.27	.95	.40	"		
"	YML BO	1.09	.82	.30	"	LAX TW	2.14	1.66	.40	Su,M,Th,Sa	IDL S	1.31	.98	.40	Dly		
Blantyre, Nyasaland	IDL BO	2.25	1.69	.40	Dly	PHL TW	1.89	1.42	.40	Su,M,T,F	IDL SR	1.31	.98	.40	Dly		
"	BOS BO	2.24	1.68	.40	Th,Sa	MKCT TW	1.96	1.46	.40	11 Weekly	IDL K	1.31	.98	.40	Dly		
"	YML BO	2.21	1.66	.40	"	IDL SR	1.87	1.40	.40	MT,Th,F	YML K	1.27	.95	.30	Su,Th,F		
Bloemfontein, S. Af.	IDL BO	2.34	1.75	.40	Dly	IDL P	2.77	2.07	.40	T,W,Sa	BOS P	1.29	.97	.40	Dly except Su		
"	BOS BO	2.32	1.74	.40	Th,Sa	BOS P	2.75	2.06	.40	T,W,Sa	IDL P	1.31	.98	.40	Dly except Su		
"	YML BO	2.30	1.72	.40	"	PHL P	2.78	2.09	.40	M,W,F	CHI P	1.37	1.04	.40	Dly except Su		
Bogota, Colombia	IDL AV	.54	.45	.20	Su,W	SFO P	2.85	2.17	.40	Su,M,F,Sa	PHL P	1.32	1.00	.40	W,F		
"	MIA AV	.54	.41	.20	Su,M,W	IDL SR	2.77	2.07	.40	Su,M,F,Sa	IDL AF	1.31	.98	.40	Su,M,Th,F		
"	PIE AS	.54	.30	.20	Su,W	LAX P	3.04	2.28	.40	T,Sa	BOS AF	1.29	.97	.40	Sa		
"	MIA B	.54	.41	.20	T,Th,Sa	IDL SS	2.77	2.07	.40	T,Sa	CHI AF	1.37	1.04	.40	W,Sa		
"	EWB-B-E	.64	.48	.20	M,W,F	IDL K	2.77	2.07	.40	Su,F	YML AF	1.27	.95	.30	W,Sa		
"	DCA B-E	.64	.48	.20	M,W,F	YML K	2.73	2.04	.40	Su,F	IDL AF	1.91	1.44	.40	M		
Bombay, India	IDL BO	2.63	1.97	.40	Dly	IDL BO	2.77	2.07	.40	Su,W	BOS AF	1.90	1.42	.40	Sa		
"	IDL SR	2.63	1.97	.40	Su,M,F	BOS BO	2.75	2.06	.40	W,F,Sa	CHI AF	1.97	1.49	.40	W,Sa		
"	BOS BO	2.59	1.94	.40	"	YML BO	2.73	2.04	.40	"	YML AF	1.87	1.20	.40	W,Sa		
"	BOS BO	2.61	1.96	.40	Th,Sa	IDL AF	2.77	2.07	.40	Su,T,W,Sa	MIA P	.39	.30	.20	Dly		
"	CHI TW	2.16	1.63	.40	Su,T	BOS AF	2.75	2.06	.40	Sa	MSY P	.45	.34	.20	Dly ex. M,W		
"	IDL TW	2.63	1.97	.40	Su,T	CHI AF	2.82	2.13	.40	W,Sa	HOU P	.48	.37	.20	Dly		
"	PHL TW	2.64	1.99	.40	Su,T	YML AF	2.73	2.04	.40	W,Sa	LAX P	.49	.37	.20	Su,T,F		
"	MKCT TW	2.19	1.64	.40	Su,T	IDL T	.25	.22	.10	Dly	MSY TA	.45	.34	.20	T,Sa		
"	LAX TW	2.89	2.23	.40	M,Sa	MIA P	.54	.41	.20	Dly	MSY TA	.45	.34	.20	T,Sa		
Bonaire, N.W.I.	MIA K	.30	.23	.20	Dly	IDL AV	.54	.45	.20	Dly	MSY TA	.45	.34	.20	T,Sa		
Boon, Germany	IDL LH	1.21	.91	.40	M,T,Th,F,Sa	MIA AV	.54	.41	.20	M,T,W,F,Su	MSY TA	.45	.34	.20	T,Sa		
"	IDL S	1.21	.91	.40	"	MSY P	.60	.45	.20	Dly ex. M,W	MSY TA	.45	.34	.20	T,Sa		
"	IDL K	1.21	.91	.40	"	HOU P	.63	.48	.20	Dly	MSY TA	.45	.34	.20	T,Sa		
Bordeaux, France	IDL AF	1.27	.95	.40	Su,M,T,W,Sa	BRO P	.63	.48	.20	Su,T,F	MSY TA	.45	.34	.20	T,Sa		
"	IDL BO	1.27	.95	.40	Dly	LAX P	.77	.58	.30	Su,T,W,Sa	MSY TA	.45	.34	.20	T,Sa		
"	BOS AF	1.25	.94	.40	Sa	MIA P	.12	.09	.10	Dly	MSY TA	.45	.34	.20	T,Sa		
"	YML AF	1.23	.92	.40	W,Sa	LAX P	1.34	1.00	.40	M,T,Th,Sa	MSY TA	.45	.34	.20	T,Sa		
"	BOS BO	1.25	.94	.40	Th,Sa	SEA P	1.34	1.00	.40	M,T,Th,Sa	MSY TA	.45	.34	.20	T,Sa		
"	IDL BO	1.23	.92	.40	"	IDL BO	2.54	1.91	.40	Dly	MSY TA	.45	.34	.20	T,Sa		
"	CHI AF	1.32	1.01	.40	"	BOS BO	2.53	1.90	.40	Th,Sa	MSY TA	.45	.34	.20	T,Sa		
Brassaville, Fr. Eq. Af.	IDL AF	2.25	1.69	.40	M,T,Sa	YML BO	2.50	1.88	.40	"	MSY TA	.45	.34	.20	T,Sa		
"	BOS AF	2.24	1.68	.40	Sa	Caracas, Venezuela (See La Guayra)	IDL AV	.56	.43	.20	T,Sa	MSY TA	.45	.34	.20	T,Sa	
"	CHI AF	2.31	1.75	.40	W,Sa	Colombia	MIA AV	.46	.35	.20	M,T,W,F,Su	MSY TA	.45	.34	.20	T,Sa	
"	YML AF	2.21	1.66	.40	W,Sa	Casablanca, Fr. Morocco	BOS AF	1.30	.98	.40	Sa	MSY TA	.45	.34	.20	T,Sa	
"	IDL BO	2.25	1.69	.40	"	IDL AF	1.32	.99	.40	Dly	MSY TA	.45	.34	.20	T,Sa		
"	BOS BO	2.24	1.68	.40	"	CHI AF	1.38	1.05	.40	W,Sa	MSY TA	.45	.34	.20	T,Sa		
"	YML BO	2.21	1.66	.40	"	YML AF	1.28	.96	.40	W,Sa	MSY TA	.45	.34	.20	T,Sa		
"	IDL K	2.25	1.69	.40	T,Sa	IDL S	1.32	.99	.40	Th	MSY TA	.45	.34	.20	T,Sa		
"	YML K	2.21	1.66	.40	Sa	IDL BO	1.32	.99	.40	Th,Sa	MSY TA	.45	.34	.20	T,Sa		
"	IDL EL	2.25	1.69	.40	"	BOS BO	1.30	.98	.40	Th,Sa	MSY TA	.45	.34	.20	T,Sa		
Bremen, Germany	IDL LH	1.31	.98	.40	Dly	YML BO	1.28	.96	.40	"	MSY TA	.45	.34	.20	T,Sa		
"	IDL SS	1.31	.98	.40	Dly	Cat Cay, Bahamas	MIA BO	.05	.10	"	MSY TA	.45	.34	.20	T,Sa		
"	IDL SR	1.31	.98	.40	Dly except T	Catania, Italy	IDL LI	1.50	1.12	.40	Dly	MSY TA	.45	.34	.20	T,Sa	
"	IDL BO	1.31	.98	.40	"	BOS LI	1.48	1.11	.40	W,Sa	MSY TA	.45	.34	.20	T,Sa		
"	BOS BO	1.29	.97	.40	Th,Sa	Cayenne, Fr. Guiana	IDL P	.70	.53	.20	T	MSY TA	.45	.34	.20	T,Sa	
"	YML BO	1.27	.95	.40	"	MIA P	.63	.48	.20	T	MSY TA	.45	.34	.20	T,Sa		
"	LAX SS	1.57	1.24	.40	Dly	HOU P	.73	.55	.20	T	MSY TA	.45	.34	.20	T,Sa		
"	IDL K	1.31	.98	.40	Dly except Sa	BRO P	.73	.55	.20	T	MSY TA	.45	.34	.20	T,Sa		
"	YML K	1.27	.95	.40	Su, Th,F	LAX P	.87	.66	.30	Sa	MSY TA	.45	.34	.20	T,Sa		
Brussels, Belgium	IDL S	1.22	.92	.40	Dly	Chittagong, Pak.	IDL BO	2.83	2.15	.40	Dly	MSY TA	.45	.34	.20	T,Sa	
"	BOS P	1.22	.94	.40	Su,W,Th,Sa	"	YML BO	2.79	2.11	.40	Th,Sa	MSY TA	.45	.34	.20	T,Sa	
"	IDL S	1.21	.91	.40	Su,W,Th,Sa	Christiansand, Norway	IDL K	1.31	.98	.40	M,W,F	MSY TA	.45	.34	.20	T,Sa	
"	YML BO	1.27	.95	.40	"	"	YML K	1.31	.98	.40	W	MSY TA	.45	.34	.20	T,Sa	
"	CHI P	1.28	.98	.40	Su,W,Th,Sa	"	IDL SS	1.31	.98	.40	Dly	MSY TA	.45	.34	.20	T,Sa	
"	LAX P	1.49	1.17	.40	Su,W,Th,Sa	"	LAX SS	1.57	1.24	.40	Dly	MSY TA	.45	.34	.20	T,Sa	
"	SFO P	1.52	1.17	.40	Su,W,Th,Sa	Ciudad Trujillo, DR.	IDL P	.25	.21	.10	Dly	MSY TA	.45	.34	.20	T,Sa	
"	IDL SS	1.22	.92	.40	Dly	"	MIA P	.15	.12	.10	Dly	MSY TA	.45	.34	.20	T,Sa	
"	LAX SS	1.49	1.17	.40	Dly	"	MSY P	.22	.18	.10	Dly	MSY TA	.45	.34	.20	T,Sa	
"	IDL SW	1.22	.92	.40	Dly	"	IDL V	.25	.21	.15	T,Th,Sa	MSY TA	.45	.34	.20	T,Sa	
"	YML K	1.18	.89	.30	Su,W,Sa	"	YIP D	.27	.23	.10	M,T,Sa	MSY TA	.45	.34	.20	T,Sa	
"	IDL BO	1.22	.92	.40	Dly	"	HOU D	.25	.22	.10	M,T,Sa	MSY TA	.45	.34	.20	T,Sa	
"	BOS BO	1.21	.91	.40	"	"	MSY D	.22	.18	.10	M,T,Sa	MSY TA	.45	.34	.20	T,Sa	
"	YML BO	1.18	.89	.30	"	"	MEMD	.26	.21	.10	M,T,Sa	MSY TA	.45	.34	.20	T,Sa	
Bucaramanga, Colombia	IDL SR	1.22	.92	.40	Dly	Cochabamba, Bolivia	MIA P	1.13	.85	.30	M,W,F,Sa	MSY TA	.45	.34	.20	T,Sa	
"	MIA AV	.54	.41	.20	Dly ex. Th,Sa	"	MSY P	1.19	.90	.30	Dly ex. M,W	MSY TA	.45	.34	.20	T,Sa	
"	IDL AV	.64	.48	.20	"	"	HOU P	1.22	.92	.40	M,W,F,Sa	MSY TA	.45	.34	.20	T,Sa	
Budapest, Hungary	IDL K	1.56	1.17	.40	W	"	BRO P	1.22	.92	.40	Su,T,F	MSY TA	.45	.34	.20	T,Sa	
"	IDL S	1.56	1.17	.40	S,T	Cologne, Germany	LAX P	1.36	1.03	.40	Su,T,W,Sa	MSY TA	.45	.34	.20	T,Sa	
"	IDL SR	1.56	1.17	.40	Dly	"	IDL LH	1.27	.95	.40	Dly	MSY TA	.45	.34	.20	T,Sa	
"	IDL P	1.55	1.16	.40	Dly	"	IDL S	1.27	.95	.40	Dly except M	MSY TA	.45	.34	.20	T,Sa	
Buenos Aires, Argentina	MIA P	1.47	1.11	.40	Dly	"	IDL P	1.27	.95	.40	Dly	MSY TA	.45	.34	.20	T,Sa	
"	IDL SR	1.22	.92	.40	Dly except T	"	BOS P	1.25	.94	.30	Dly	MSY TA	.45	.34	.20	T,Sa	
"	MSY P	1.53	1.15	.40	Dly ex. M,W	"	CHI P	1.33	1.01	.40	Dly	MSY TA	.45	.34	.20	T,Sa	
"	HOU P	1.56	1.17	.40	Dly	"	IDL SS	1.27	.95	.40	Dly	MSY TA	.45	.34	.20	T,Sa	
"	BRO P	1.55	1.16	.40	Su,T,F	"	LAX SS	1.54	1.21	.40	Dly	MSY TA	.45	.34	.20	T,Sa	
"	LAX P	1.69	1.27	.40	Su,T,W,Sa	"	IDL SR	1.27	.95	.40	Dly	MSY TA	.45	.34	.20	T,Sa	
"	SFO P	1.76	1.32	.40	Su,T,W,Sa	"	BOS BO	1.25	.94	.40	Th,Sa	MSY TA	.45	.34	.20	T,Sa	
"	IDL V	1.54	1.16	.40	T,Th,Sa	"	YML BO	1.23	.93	.40	"	MSY TA	.45	.34	.20	T,Sa	
"	IDL AA	1.54	1.16	.40	"	Colombo, Ceylon	IDL BO	2.79	2.09	.40	Dly	MSY TA	.45	.34	.20	T,Sa	
"	EWB-B-E	1.54	1.16	.40	"	"	BOS BO	2.77	2.08	.40	Th,Sa	MSY TA	.45	.34	.20	T,Sa	
"	BRO B	1.56	1.17	.40	M	"	YML BO	2.74	2.06	.40	"	MSY TA	.45	.34	.20	T,Sa	
"	CRP B	1.56	1.17	.40	M	"	IDL TW	2.79	2.09	.40	Su,T	MSY TA	.45	.34	.20	T,Sa	
"	DAL B	1.59	1.20	.40	M	"	CHI TW	2.84	2								

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Dublin, Eire	IDL BO	1.08	.81	.30	Dly	Frankfort (Cont'd)	YML K	1.26	.95	.30	Su,Th,F	Guam	LAX P	2.10	1.57	.40	Su,M,W,F
"	BOS BO	1.06	.79	.30	Th,Sa	"	IDL LI	1.30	.98	.40	Dly	"	SFO P	2.10	1.57	.40	M,F
"	YML BO	1.03	.78	.30	"	"	BOS LI	1.28	.97	.40	W,Sa	"	PDX P	2.10	1.57	.40	M,F
Durban, S. Afr.	IDL S	1.08	.81	.40	Su,T,W,Th	"	IDL SW	1.30	.98	.40	"	"	SEA P	2.10	1.57	.40	M,F
"	BOS BO	2.37	1.78	.40	Dly	"	IDL SS	1.57	1.23	.40	Dly	Guatemala City,	MIA P	.35	.27	.20	M,W,F,Sa
"	BOS BO	2.35	1.76	.40	Th,Sa	"	LAX SS	1.57	1.23	.40	Dly	Guatemala	MSY P	.35	.27	.20	Su,T,Th
Düsseldorf, Ger.	YML BO	2.33	1.75	.40	"	"	IDL S	1.30	.98	.40	Dly	"	HOU P	.34	.25	.20	Dly
"	IDL LH	1.27	.95	.40	Dly	"	IDL SR	1.30	.98	.40	Dly	"	BRO P	.31	.24	.20	Dly except Su
"	IDL SS	1.27	.95	.40	Dly	"	IDL TW	1.30	.98	.40	15 Weekly	"	LAX P	.48	.36	.20	Dly
"	LAX SS	1.54	1.21	.40	Dly	"	BOS TW	1.28	.97	.40	Tu	"	MSY TA	.25	.17	.10	Dly
"	IDL S	1.27	.95	.40	Dly	"	PHL TW	1.32	1.00	.40	15 Weekly	"	MEX TA	.17	.13	.10	Dly
"	IDL K	1.27	.95	.40	Dly	"	CHI TW	1.36	1.03	.40	15 Weekly	"	PIE AS	.25	.17	.10	Dly
"	YML K	1.23	.93	.40	Su,Th,F	"	MKC TW	1.39	1.03	.40	15 Weekly	Guayaquil, Ecuador	MIA TN	.25	.17	.15	W,Sa
"	IDL AF	1.27	.95	.40	Dly	"	LAX TW	1.57	1.23	.40	15 Weekly	"	MSY P	.71	.54	.20	Dly ex. Sa, W
"	BOS AF	1.25	.94	.40	Sa	"	IDL AF	1.30	.98	.40	Dly	"	HOU P	.74	.56	.20	Dly
"	CHI AF	1.23	1.01	.40	W,Sa	"	CHI AF	1.36	1.03	.40	W,Sa	"	HOU P	.74	.56	.20	Su,T,F
"	YML AF	1.23	.93	.40	W,Sa	"	YML AF	1.26	.95	.30	W,Sa	"	LAX P	.77	.56	.20	Su,T,W,Sa
"	BOS P	1.25	.94	.40	Dly	"	BOS AF	1.28	.97	.30	W,Sa	"	IDL P	.75	.56	.20	Dly
"	IDL P	1.27	.95	.40	Dly	"	IDL IB	1.30	.98	.40	W,F	"	BRO B	.74	.56	.20	M
"	CHI P	1.33	1.01	.40	Dly except W	Freetown,	IDL BO	1.72	1.29	.40	Dly	"	CRP B	.74	.56	.20	M
"	IDL SR	1.27	.95	.40	Dly	Sierra Leone	BOS BO	1.71	1.24	.40	Th,Sa	"	DAL B	.77	.58	.30	M
"	IDL SW	1.27	.95	.40	Dly	"	YML BO	1.68	1.26	.40	"	"	FTW B	.77	.58	.30	M
"	YML BO	1.27	.95	.40	Dly except T	Fukuoka, Japan	SFD J	2.71	2.04	.40	Su,T,Th,Sa	"	HOU B	.74	.56	.20	M
"	BOS BO	1.25	.94	.40	Dly	Gander, N. F.	IDL P	.18	.15	.10	Dly	"	HIA B	.65	.49	.20	M,F
E. London, S. Afr.	IDL BO	2.44	1.83	.40	Dly	"	BOS P	.14	.12	.10	Dly	"	NAT B	.77	.58	.30	M
"	BOS BO	2.42	1.82	.40	Th,Sa	"	IDL TW	.18	.15	.10	W,F,Sa	"	FWR B-E	.75	.56	.20	F
"	YML BO	2.40	1.80	.40	"	"	PHL TW	.19	.18	.10	W,F,Sa	"	DCA B-E	.75	.56	.20	F
Edinburgh, Scotland	IDL BO	1.08	.82	.30	Dly	"	CHI TW	.23	.19	.10	W,F,Sa	"	MIA TN	.55	.38	.20	M,W,F
"	BOS BO	1.07	.80	.30	Th,Sa	"	IDL T	.18	.15	.10	Dly	"	PIE AS	.56	.39	.20	M
"	YML BO	1.04	.78	.30	Dly	"	BOS T	.14	.11	.10	Dly	Halifax, N. S.	BOS T	.07	.50	.10	Dly
Edmonton,	CTB W	.25	.22	.10	Dly	Garoua, Cameroon	IDL SW	.18	.15	.10	Dly	Hamburg, Germany	IDL LH	1.31	.98	.40	Dly
Alberta, Canada	MSP W	.22	.16	.10	Dly	"	BOS AF	2.24	1.68	.40	"	"	IDL S	1.31	.98	.40	Dly
"	IDL NW	.28	.21	.10	M,W,F	"	CHI AF	2.31	1.75	.40	"	"	IDL SS	1.31	.98	.40	Dly
"	CHI NW	.26	.22	.10	M,W,F	"	YML AF	2.21	1.66	.40	"	"	IDL BO	1.31	.98	.40	Dly
"	MSP NW	.26	.22	.10	M,W,F	Geneva, Switzerland	IDL S	1.30	.98	.40	Dly	"	BOS BO	1.29	.97	.40	Th,Sa
Elizabethville,	IDL S	2.23	1.69	.40	M,W,F	"	IDL SR	1.30	.98	.40	Dly	"	YML BO	1.27	.95	.40	Dly
Belgian Congo	IDL BO	2.23	1.69	.40	Dly	"	IDL SS	1.30	.98	.40	Dly	"	IDL K	1.31	.98	.40	Dly
"	BOS BO	2.24	1.68	.40	Th,Sa	"	LAX SS	1.57	1.23	.40	Dly	"	YML K	1.27	.95	.40	Su,Th,F
"	YML BO	2.21	1.66	.40	"	"	IDL AF	1.30	.98	.40	Dly	"	BOS P	1.29	.97	.40	Dly
Entebbe, Uganda	IDL BO	2.25	1.69	.40	Dly	"	BOS AF	1.28	.97	.40	Sa	"	CHI P	1.37	1.04	.40	Dly
"	BOS BO	2.24	1.68	.40	Th,Sa	"	CHI AF	1.36	1.03	.40	W,Sa	"	IDL P	1.31	.98	.40	Dly
"	YML BO	2.21	1.66	.40	"	"	YML AF	1.26	.95	.30	W,Sa	"	BOS AF	1.29	.97	.40	Sa
"	IDL S	2.25	1.69	.40	M	"	IDL K	1.30	.98	.40	Dly	"	CHI AF	1.37	1.04	.40	W,Sa
Emeraldas,	MIA P	.68	.51	.20	M	"	YML K	1.26	.95	.30	Su,Th,F	"	IDL AF	1.31	.98	.40	W,Sa
Ecuador	MSY P	.73	.55	.20	Sa	"	IDL TW	1.36	1.03	.40	Dly ex. Su,Th	"	BOS AF	1.29	.97	.40	W,Sa
"	HOU P	.77	.58	.30	Sa	"	CHI TW	1.36	1.03	.40	Dly ex. Su,Th	"	IDL SR	1.31	.98	.40	Dly
"	BRO P	.77	.58	.30	Sa	"	PHL TW	1.32	1.00	.40	Dly ex. Su,Th	"	IDL SW	1.31	.98	.40	Dly
Fairbanks, Alaska	LAX P	.89	.67	.30	Sa	"	MKC TW	1.39	1.03	.40	Dly ex. Su,Th	"	LAX SS	1.57	1.24	.40	Dly
Fiji Islands	SEA P	.40	.17	.20	Dly	"	LAX TW	1.57	1.23	.40	Dly ex. W,Sa	Hamilton, Bermuda	IDL P	.20	.15	.10	Dly
"	LAX P	1.71	1.28	.40	M,T,Th,Sa	"	IDL IB	1.30	.98	.40	W,F	"	BOS P	.25	.15	.10	Dly
"	PDX P	1.71	1.28	.40	T,Sa	"	IDL BO	1.30	.98	.40	Dly	"	YML T	.25C	.19	.05	Su,Tu,Sa
"	SFO P	1.71	1.28	.40	M,T,Th,Sa	"	BOS BO	1.28	.97	.40	Th,Sa	"	YTO T	.25C	.19	.05	Su,Tu,Sa
"	SFO Q	1.71	1.28	.40	M,W,Th,Sa	"	YML BO	1.26	.95	.40	"	"	LGA E	.20	.10	.10	Dly
"	YVR Q	1.71	1.28	.40	Sa	Georgetown,	IDL P	.56	.43	.20	M,W	"	MIA BO	.25	.19	.10	W,Sa
Fort Archambault,	IDL AF	2.25	1.69	.40	T	British Guiana	MIA P	.49	.37	.20	Su,T	"	YML BO	.25	.19	.10	"
Fr. E. Afr.	BOS AF	2.24	1.68	.40	Sa	"	MSY P	.66	.43	.20	Su,T	Hanover, Germany	IDL BO	.20	.15	.10	Su,F,Sa
"	CHI AF	2.31	1.75	.40	W,Sa	"	HOU P	.60	.43	.20	T,F	"	IDL LH	1.31	.98	.40	Dly
"	YML AF	2.21	1.66	.40	W,Sa	"	BRO P	.59	.45	.20	T,F	"	IDL SS	1.31	.98	.40	Dly
Fort de France, Mar.	IDL P	.39	.29	.20	Su,T,Th	"	LAX P	.73	.55	.20	Su,Th	"	IDL SR	1.31	.98	.40	Dly
Fort Lamy,	IDL AF	2.25	1.69	.40	W,Sa	"	MIA K	.49	.37	.20	Th,Sa	"	IDL BO	1.31	.98	.40	Dly
Fr. E. Afr.	BOS AF	2.24	1.68	.40	Sa	Gibraltar	IDL BO	1.38	1.04	.40	Dly	"	BOS BO	1.29	.97	.40	Th,Sa
"	CHI AF	2.31	1.75	.40	W,Sa	"	BOS BO	1.37	1.03	.40	Th,Sa	"	YML BO	1.27	.95	.40	Dly except Sa
"	YML AF	2.21	1.66	.40	W,Sa	Glasgow, Scotland	YML BO	1.24	1.01	.40	"	"	IDL K	1.31	.98	.40	Su,Th,F
Fort William	IDL T	.16	.12	.06	.10	Dly	IDL SS	1.08	.82	.30	Dly	"	LAX SS	1.57	1.24	.40	Dly
Ontario, Can.	"	"	"	"	"	"	LAX SS	1.35	1.07	.40	Dly	Havana, Cuba	MIA P	.08	.06	.10	Dly
Fortaleza (Ceara),	MIA BZ	.97	.63	.20	T,W,Th,Sa	"	IDL K	1.08	.82	.30	Dly	"	CHI D	.20	.17	.10	Dly
Brazil	IDL V	1.06	.80	.40	T,Th,Sa	"	IDL BO	1.08	.82	.30	Dly	"	YIP D	.20	.17	.10	Dly
Franceville, F. E. A.	IDL AF	2.25	1.69	.40	W,F	"	BOS BO	1.04	.78	.30	Th,Sa	"	HOU D	.19	.15	.10	Dly
"	BOS AF	2.24	1.68	.40	Sa	"	YML T	1.04	.78	.30	T,Th,Sa	"	MSY D	.14	.11	.10	Dly
"	CHI AF	2.31	1.75	.40	W,Sa	"	IDL SR	1.08	.82	.30	Dly	"	STL D	.19	.16	.10	Dly
"	YML AF	2.21	1.66	.40	W,Sa	"	BOS P	1.07	.80	.30	T	"	IND D	.19	.16	.10	Dly
Frankfurt-on-Main,	IDL LH	1.30	.98	.40	Dly	"	IDL SW	1.08	.82	.30	"	"	BUJ D	.19	.15	.10	Dly
Germany	BOS P	1.25	.97	.40	16 Wkly	Gothenburg, Sweden	IDL SS	1.33	1.00	.40	Dly	"	FVV D	.19	.15	.10	Dly
"	IDL P	1.30	.98	.40	16 Wkly	"	IDL SR	1.33	1.00	.40	Dly	"	FWA D	.20	.17	.10	Dly
"	CHI P	1.36	1.03	.40	16 Wkly	"	IDL BO	1.33	1.00	.40	Dly	"	JAN D	.17	.14	.10	Dly
"	PHL P	1.32	1.00	.40	16 Wkly	"	BOS BO	1.31	.98	.30	Th,Sa	"	LIT D	.20	.18	.10	Dly
"	IDL BO	1.30	.98	.40	Dly	"	YML BO	1.29	.97	.40	"	"	MEM D	.17	.14	.10	Dly
"	BOS BO	1.26	.95	.30	Dly	"	LAX SS	1.60	1.25	.40	Dly	"	PUK D	.19	.15	.10	Dly
"	YML BO	1.26	.95	.30	Dly	Guadeloupe, F.W.I.	IDL P	.35	.26	.20	Su,T,Th	"	SHV D	.19	.15	.10	Dly
"	IDL K	1.30	.98	.40	Dly	"	"	"	"	"	"	"	TOL D	.20	.17	.10	Dly

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INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Havana (Cont'd.)	MKC D	.21	.18	.10	Dly	Johannesburg	IDL EL	2.25	1.69	.40	T,F,Sa	La Guaira (Cont'd)	TOL D	.52	.35	.20	Dly
"	MIA K	.08	.06	.10	Su,W,F	"	IDL K	2.25	1.69	.40	T,Sa	"	MKC D	.53	.36	.20	Dly
"	MSY N	.14	.11	.10	Dly	"	YML K	2.25	1.69	.40	T,Sa	"	SGF D	.52	.35	.20	Dly
"	TPA N	.09	.07	.10	Dly	"	IDL SR	2.25	1.69	.40	Su,W,Th	"	KIN D	.34	.17	.20	Dly
"	DCA N	.16	.13	.10	Dly	"	BOS P	2.24	1.68	.40	Su,Th	"	MIA RN	.40	.30	.20	Dly
"	IDL N	.18	.14	.10	Dly	"	IDL BO	2.25	1.69	.40	Dly	Lahore, Pakistan	IDL BO	2.73	2.07	.40	Dly
"	BAL N	.17	.13	.10	Dly	"	YML BO	2.21	1.66	.40	Dly	"	BOS BO	2.71	2.05	.40	Th,Sa
"	CHS N	.15	.12	.10	Dly	"	BOS BO	2.24	1.68	.40	Th,Sa	Lambaurene, F.E.A.	IDL AF	2.69	2.04	.40	Dly
"	JAX N	.12	.09	.10	Dly	"	IDL S	2.24	1.69	.40	W,Th,Su	"	BOS AF	2.25	1.69	.40	W,F
"	MOB N	.12	.10	.10	Dly	"	IDL SS	2.25	1.69	.40	W	"	LAX P	2.24	1.68	.40	Sa
"	ORL N	.18	.13	.10	Dly	Joe, Nigeria	IDL BO	1.91	1.44	.40	Dly	"	CHI AF	2.31	1.75	.40	W,Sa
"	SAV N	.13	.10	.10	Dly	"	BOS BO	1.90	1.42	.40	Th,Sa	La Paz, Bolivia	YML AF	2.21	1.66	.40	W,Sa
"	EWR N	.18	.14	.10	Dly	"	YML BO	1.87	1.41	.40	Dly	"	MIA P	1.07	.80	.30	Dly
"	PHL N	.18	.14	.10	Dly	Juneau, Alaska	SEA P	.30	.15	.20	Dly	"	MSY P	1.13	.85	.30	Su,M,T,Th
"	BOS N	.20	.16	.10	Dly	Kabul, Afghanistan	IDL BO	2.56	1.92	.40	Dly	"	HOU P	1.17	.87	.30	Su,Sa
"	FAY N	.16	.12	.10	Dly	"	BOS BO	2.54	1.91	.40	Th,Sa	"	BRO P	1.17	.87	.30	Sa,F
"	PHF N	.16	.12	.10	Dly	"	YML BO	2.52	1.89	.40	Dly	"	LAX P	1.29	.97	.40	Sa
"	HOU N	.18	.15	.10	Dly	Kaduna, Nigeria	IDL BO	1.91	1.44	.40	Dly	"	DAL B	1.19	.89	.30	M
"	BRO B	.21	.18	.10	M	"	BOS BO	1.90	1.42	.40	Th,Sa	"	HOU B	1.16	.87	.30	M
"	CRP B	.20	.17	.10	M	"	YML BO	1.87	1.41	.40	Dly	"	BRO B	1.16	.87	.30	M
"	DAL B	.19	.16	.10	M	Kamaran, Aden Colony	IDL BO	2.29	1.71	.40	Dly	"	CRP B	1.16	.87	.30	M
"	FTW B	.19	.16	.10	M	"	BOS BO	2.27	1.70	.40	Th,Sa	"	FTW B	1.19	.89	.30	M
"	HOU B	.18	.15	.10	M	"	YML BO	2.25	1.69	.40	Dly	"	MIA B	1.07	.80	.30	M,F
"	SAT B	.20	.17	.10	M	Kano, Nigeria, B.W.A.	IDL BO	1.91	1.44	.40	Dly	"	SAT B	1.10	.89	.30	M
"	PIE AS	.07	.06	.10	M,W,F	"	BOS BO	1.90	1.42	.40	Th,Sa	"	FTW B-E	1.17	.88	.30	F
Helsinki, Finland	IDL SS	1.47	1.10	.40	Dly	"	YML BO	1.87	1.41	.40	Dly	"	DCA B-E	1.17	.88	.30	F
"	IDL SR	1.47	1.10	.40	Dly	"	IDL AF	1.91	1.44	.40	M,T	Leopoldville, Belgian Congo	IDL P	2.25	1.69	.40	Su,Th
"	IDL BO	1.47	1.10	.40	Dly	"	BOS AF	1.90	1.42	.40	Sa	"	BOS P	2.24	1.68	.40	Su,Th
"	BOS BO	1.45	1.09	.40	Th,Sa	"	CHI AF	1.97	1.49	.40	W,Sa	"	IDL S	2.25	1.69	.40	Dly
"	YML BO	1.42	1.07	.40	Dly	"	YML AF	1.87	1.41	.40	W,Sa	"	IDL BO	2.25	1.69	.40	Dly
"	LAX SS	1.73	1.36	.40	Dly	"	IDL K	1.91	1.44	.40	T,Sa	"	BOS BO	2.24	1.68	.40	Th,Sa
"	BOS P	1.45	1.09	.40	M,W,F	"	YML K	1.87	1.41	.40	Sa	"	YML BO	2.21	1.66	.40	Dly
"	IDL P	1.47	1.10	.40	M,W,F	"	IDL S	1.91	1.44	.40	Dly	Lethbridge, Alberta, Canada	IDL T	2.25	1.69	.40	Dly
Hong Kong, Br. Cn. Col.	IDL P	3.42	2.56	.40	Dly except Th	Karachi, Pakistan	IDL P	2.51	1.88	.40	Su,T,Th	"	CTB W	.07	.0478	.10	Dly
"	CHI P	3.47	2.62	.40	Dly except Th	"	BOS P	2.49	1.87	.40	Su,T,Th	"	IDL S	2.25	1.69	.40	Sa
"	PDX P	2.54	1.91	.40	Su,M,F,Sa	"	LAX P	2.78	2.14	.40	M,W,F,Sa	Libreville, F.E.A.	IDL AF	2.25	1.69	.40	M,W,F
"	SEA P	2.54	1.91	.40	Su	"	SFO P	2.80	2.14	.40	M,W,F,Sa	"	BOS AF	2.24	1.68	.40	Sa
"	LAX P	2.54	1.91	.40	T,Th,Sa	"	IDL SR	2.51	1.88	.40	Dly	"	CHI AF	2.31	1.75	.40	W,Sa
"	SFO P	2.54	1.91	.40	W,F	"	IDL SS	2.51	1.88	.40	T,Th,F,Sa	"	YML AF	2.21	1.66	.40	Dly
"	IDL SR	3.42	2.56	.40	Dly	"	LAX SS	2.78	2.14	.40	T,Th,F,Sa	Lima, Peru	MIA P	.57	.40	.30	Dly
"	IDL BO	3.42	2.56	.40	Dly	"	IDL K	2.47	1.85	.40	Dly	"	MSY P	.93	.70	.30	Dly ex. M,F
"	BOS BO	3.40	2.55	.40	Th,Sa	"	YML K	2.47	1.85	.40	W,Sa	"	HOU P	.97	.73	.30	Dly ex. T,F
"	YML BO	3.37	2.53	.40	Dly	"	IDL BO	2.51	1.88	.40	Th,Sa	"	BRO P	.97	.73	.30	M,Th,Sa
"	IDL AF	3.42	2.56	.40	T	"	BOS BO	2.49	1.87	.40	Th,Sa	"	LAX P	1.00	.82	.30	Su,T,W,Sa
"	BOS AF	3.40	2.55	.40	Sa	"	YML BO	2.47	1.85	.40	Dly	"	MIA B	.87	.65	.30	Su,M,W,Th,F
"	CHI AF	3.47	2.62	.40	W,Sa	"	IDL AF	2.51	1.88	.40	Su,T,W,F,Sa	"	HOU B	.96	.72	.30	M,W
"	SFO AF	3.37	2.53	.40	W,Sa	"	BOS AF	2.49	1.87	.40	W,Sa	"	SAT B	.99	.74	.30	M,W
"	SFO	2.54	1.91	.40	Su,T,Th,Sa	"	CHI AF	2.57	1.94	.40	W,Sa	"	BRO B	.96	.72	.30	M,W
Honolulu, T. H.	LAX P	.71	.57	.20	Dly	"	YML AF	2.47	1.85	.40	W,Sa	"	CRP B	.96	.72	.30	M,W
"	SFO P	.71	.57	.20	Dly	Keflavik, Iceland	IDL P	.85	.64	.30	T	"	DAL B	.99	.74	.30	M,W
"	PDX P	.71	.57	.20	M,W,F	Ketchikan, Alaska	SEA P	.25	.14	.10	Dly	"	FTW B	.99	.74	.30	M,W
"	SEA P	.71	.57	.20	M,W,F	Khartoum, Anglo-Egypt, Sudan	IDL BO	2.09	1.57	.40	Dly	"	FTW B-E	.97	.73	.30	Su,Th,F
"	SFO P	.71	.57	.20	Dly	"	BOS BO	2.07	1.56	.40	Th,Sa	"	DCA B-E	.97	.73	.30	Su,Th,F
"	IDL P	1.01	.93	.20	Dly	"	YML BO	2.05	1.54	.40	Dly	"	IDL LV	.97	.73	.30	Dly
"	CHI P	.92	.77	.20	Dly	"	IDL SS	2.09	1.57	.40	W,Sa	"	MIA LV	.87	.65	.30	F
"	LAX U	.71	.57	.20	Dly	"	LAX SS	2.10	1.63	.40	W,Sa	"	MIA TN	.65	.38	.15	M,W,F
"	CHI U	.92	.77	.20	Dly	"	IDL K	2.09	1.57	.40	W	Linz, Austria	IDL K	1.41	1.06	.40	F
"	MKE U	.92	.77	.20	Dly	Kimberly, S. Africa	IDL BO	2.36	1.77	.40	Dly	"	YML K	1.37	1.03	.40	F
"	CLE U	.97	.80	.20	Dly	"	BOS BO	2.34	1.76	.40	Th,Sa	"	IDL BO	1.41	1.06	.40	F
"	YIP U	.95	.79	.20	Dly	Kingston, Jamaica	MIA P	.20	.15	.10	Dly	"	BOS BO	1.39	1.04	.40	Th,Sa
"	LGA U	1.01	.93	.20	Dly	"	MIA K	.20	.15	.10	Dly	"	YML BO	1.37	1.03	.40	Dly
"	DCA U	.99	.82	.20	Dly	"	IDL BO	.20	.15	.10	Dly	"	IDL S	1.41	1.06	.40	Dly
"	PHL U	1.01	.93	.20	Dly	"	MIA BO	.20	.15	.10	Dly	"	IDL SR	1.41	1.06	.40	Dly
"	EWR U	1.01	.93	.20	Dly	"	YML BO	.35	.27	.20	Th	Lisbon, Portugal	IDL P	1.17	.88	.30	M,W,F
"	BDL U	1.02	.84	.20	Dly	"	YML T	.35	.27	.20	Th	"	BOS P	1.15	.87	.30	Su,T,Th,Sa
"	BOS U	1.02	.84	.20	Dly	"	YTO T	.35	.26	.20	Su,Th,F	"	CHI P	1.23	.93	.30	Su,T,Th,Sa
"	IDL NW	1.01	.80	.20	M,W,F	"	IDL AV	.30	.23	.20	Su,M,W,Th,F	"	IDL S	1.17	.88	.30	T,W,F,Sa
"	CHI NW	.92	.77	.20	M,W,F,Sa	"	MIA AV	.20	.15	.10	M,W,F,Su	"	IDL SR	1.17	.88	.30	Dly
"	YIP NW	.96	.79	.20	M,W,F	Kristiansand, Nor. (See Christiansand, Nor.)	IDL BO	3.16	2.37	.40	Dly	"	IDL IB	1.17	.88	.30	W,F
"	MKE NW	.92	.77	.20	M,W,F,Sa	"	BOS BO	3.14	2.35	.40	Dly	"	IDL AF	1.17	.88	.30	F
"	MSP NW	.92	.77	.20	M,W,F,Sa	Kuala Lumpur, Malaya	YML BO	3.12	2.34	.40	Dly	"	BOS AF	1.15	.87	.30	Sa
"	PDX NW	.71	.57	.20	M,W,F,Sa	"	BOS BO	3.12	2.34	.40	Dly	"	CHI AF	1.23	.93	.30	W,Sa
"	SEA NW	.71	.57	.20	M,W,F,Sa	Kumasi, Gold Coast	YML BO	1.98	1.48	.40	Dly	"	YML AF	1.13	.85	.30	W,Sa
"	GEG NW	.77	.60	.20	M,W,F,Sa	"	BOS BO	1.94	1.45	.40	Dly	"	IDL SS	1.17	.88	.30	M,W,F
"	YVR Q	.74	.56	.20	Su	"	YML BO	1.98	1.48	.40	Dly	"	LAX SS	1.44	1.13	.30	M,W,F
Innsbruck, Austria	IDL SR	1.39	1.04	.40	Dly	"	IDL BO	2.15	1.61	.40	Th,Sa	"	IDL BO	1.17	.88	.30	Dly
Ipiales, Colombia	MIA AV	.69	.48	.20	Dly ex. Su,M	Kuwait, Kuwait	BOS BO	2.13	1.60	.40	Dly	"	BOS BO	1.15	.87	.30	Th,Sa
Ipoh, Malaya	IDL AV	.75	.56	.20	Dly ex. Su,M	"	YML BO	2.10	1.58	.40	Dly	"	YML BO	1.13	.85	.30	Dly
"	IDL BO	3.24	2.43	.40	Dly	Lagos, Nigeria	IDL BO	1.91	1.44	.40	Dly	"	IDL TW	1.17	.88	.30	8 Weekly
"	BOS BO	3.22	2.41	.40	Th,Sa	"	YML BO	1.87	1.41	.40	Dly	"	BOS TW	1.15	.87	.30	M,F
"	YML BO	3.30	2.40	.40	Dly	"	BOS BO	1.90	1.42	.40	Th,Sa	"	PHL TW	1.19	.90	.30	8 Weekly
Istanbul, Turkey	IDL K	1.79	1.34	.40	Dly except Sa	"	IDL AF	1.91	1.44	.40	F	"	CHI TW	1.23	.93	.30	8 Weekly
"	YML K	1.75	1.31	.40	W,Sa	"	BOS AF	1.90	1.42	.40	Sa	"	MKC TW	1.26	.94	.40	8 Weekly
"	IDL BO	1.79	1.34	.40	Dly	La Guaira, Venez.	CHI AF	1.97	1.49	.40	W,Sa	"	LAX TW	1.44	1.13	.40	M,W,Th,F,Sa
"	BOS BO	1.77	1.33	.40	Th,Sa	"	YML AF	1.87	1.41	.40	W,Sa	"	IDL K	1.17	.88	.30	Su,M,W,Th,F
"	YML BO	1.75	1.31	.40	Dly	"	MIA K	.40	.30	.20	Dly	"	YML K	1.13	.85	.30	W,F,Sa
"	BOS P	1.77	1.33	.40	Su,M,W,F	"	IDL LV	.40	.38	.20	Dly except Su	Liverpool, England	IDL BO	1.12	.83	.30	Th,Sa
"	IDL P	1.79															

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart
London (Cont'd)	CHI AF	1.21	.92	.40	W.Sa	Marousi, F.E.A.	IDL AF	2.25	1.69	.40	M,F	Montego Bay Cont'd	SHV D	.30	.23	.20	Dly
"	YML AF	1.11	.83	.30	W.Sa	"	BOS AF	2.24	1.68	.40	Dly	"	TOL D	.35	.23	.20	Dly
"	IDL K	1.15	.87	.30	Dly	"	CHI AF	2.31	1.75	.40	W.Sa	Monteria, Colombia	IDL AV	.61	.46	.20	Dly
"	YML K	1.11	.83	.30	Su,Th,F	Marseilles, France	YML AF	2.21	1.66	.40	W.Sa	Monterey, Mexico	DAL A**	.13	.09	.10	Dly
"	YML T	1.11	.83	.30	Dly	"	IDL AF	1.32	.90	.40	Dly	"	ELP A**	.13	.09	.10	Dly
"	IDL IB	1.15	.87	.30	W.F	"	BOS AF	1.30	.95	.40	Sa	"	LAX A**	.24	.18	.10	Dly
"	IDL SR	1.15	.87	.30	Dly	"	CHI AF	1.38	1.05	.40	W.Sa	"	SAT A**	.07	.04	.10	Dly
London, Ont., Canada	IDL T	.08	.64*	.10	Dly	Martinique, Fr. W. Ind.	YML AF	1.28	.96	.40		"	LGA A*	.27	.22	.10	Dly
Leourenco Marques, Mozambique	IDL BO	2.25	1.69	.40	Dly	"	IDL P	.39	.29	.20	Su,T,Th	"	BUF A*	.25	.21	.10	Dly
"	BOS BO	2.24	1.68	.40	Th,Sa	Mauritius	IDL AF	2.92	2.19	.40	M,T,Sa	Montevideo, Uruguay	IDL P	1.51	1.13	.40	Dly
"	YML BO	2.21	1.66	.40		"	IDL BO	2.92	2.19	.40	Dly	"	MIA P	1.43	1.08	.40	Dly
Luanda, Angola	IDL AF	2.40	1.80	.40	W	"	BOS BO	2.90	2.17	.40	Th,Sa	"	MSY P	1.51	1.13	.40	Dly ex. M,W
"	BOS AF	2.39	1.79	.40	Sa	"	YML BO	2.88	2.15	.40		"	HOU P	1.53	1.15	.40	W,Th,Sa
"	CHI AF	2.46	1.86	.40	W,Sa	"	BOS AF	2.90	2.17	.40	Sa	"	BRO P	1.53	1.15	.40	M,Th
"	IDL S	2.40	1.80	.40	Su,W	"	CHI AF	2.97	2.25	.40	W,Sa	"	LAX P	1.67	1.25	.40	M,W,Th
"	IDL BO	2.40	1.80	.40	Dly	"	YML AF	2.88	2.15	.40	W,Sa	"	IDL V	1.50	1.13	.40	T,Th,Sa
"	BOS BO	2.24	1.68	.40	Th,Sa	Mayaguez, P. R.	MIA R	.15	.12	.10	Dly	"	MIA BA	1.32	.99	.30	T,W,Th,Sa
"	YML BO	2.36	1.77	.40		"	IDL R**	.22	.20	.10	Dly	"	IDL AA	1.50	1.13	.40	
"	YML AF	2.36	1.77	.40	W,Sa	"	BAL R	.22	.18	.10	M,T,W,Th,F	Montreal, Quebec, Canada	LGA E	.07	.05	.10	Dly
Lulea, Sweden	IDL SS	1.37	1.02	.40	Dly	"	BOS R	.26	.21	.10	M,T,W,Th,F	"	IDL T	.08	.06	.10	Dly
Lusaka, N. Rhodesia	IDL BO	2.25	1.69	.40	Dly	"	CHI R	.32	.25	.20	M,T,W,Th,F	"	CHI T	.13	.10	.09	Dly
"	BOS BO	2.24	1.68	.40	Th,Sa	"	BOC	.32	.25	.20	M,T,W,Th,F	"	CLE T	.10	.08	.09	Dly
Luxembourg, Luxembourg	YML BO	2.21	1.66	.40		"	CVG R	.29	.22	.10	M,T,W,Th,F	"	LGA NE	.08	.05	.10	Dly
"	IDL K	1.27	.95	.40	T,W,F,Sa	"	YIP R	.27	.23	.20	M,T,W,Th,F	"	BOS NE	.07	.04	.10	Dly
Lydda, Israel (See Tel Aviv)	IDL K	1.27	.95	.30	Su,Th	Medan, Malaysia	IDL BO	3.23	2.42	.40	Dly	Moscow, U.S.S.R.	IDL S	1.84	1.50	.40	M,W,Th,Sa
Madras, India	IDL BO	2.74	2.06	.40		"	BOS BO	3.21	2.41	.40	Th,Sa	"	LAX SS	2.10	1.76	.40	T,W,Th,Sa
"	BOS BO	2.73	2.05	.40		Medellin, Colombia	YML BO	3.19	2.39	.40		Mouila, F.E.A.	IDL AF	2.25	1.69	.40	
"	YML BO	2.70	2.03	.40		"	IDL AV	.61	.46	.20	Dly	"	BOS AF	2.24	1.68	.40	
Madrid, Spain	IDL IB	1.29	.97	.40	W	"	MIA P	.51	.39	.20	Su,M,W,F,Sa	"	CHI AF	2.31	1.75	.40	
"	IDL AF	1.29	.97	.40	M,W,Th,Sa	"	MSY P	.53	.43	.20	Su,T,Sa	"	YML AF	2.21	1.66	.40	
"	BOS AF	1.27	.95	.40	Sa	"	BRO P	.60	.45	.20	M,Th	Moundou, F.E.A.	IDL AF	2.25	1.69	.40	
"	IDL BO	1.29	.97	.40	Dly	"	HOU P	.60	.45	.20	T,F	"	BOS AF	2.24	1.68	.40	
"	BOS BO	1.27	.95	.40	Th,Sa	"	LAX P	.73	.55	.20	Su,T,W,Sa	"	CHI AF	2.31	1.75	.40	
"	YML BO	1.25	.94	.40		Merida, Mexico	MIA P	.25	.19	.10	Dly	"	YML AF	2.21	1.66	.40	
"	CHI AF	1.35	1.03	.40	W,Sa	"	MSY P	.22	.17	.10	Sa,Su,T,Th	Mozambique, Mozambique	IDL BO	2.25	1.69	.40	Dly
"	YML AF	1.25	.94	.40	W,Sa	"	HOU P	.33	.25	.20	Dly	"	BOS BO	2.24	1.68	.40	Th,Sa
"	IDL TW	1.29	.97	.40	8 Weekly	"	BRO P	.30	.23	.20	M,Th,Sa	Munich, Germany	IDL LH	1.37	1.03	.40	Dly
"	BOS TW	1.27	.95	.40	M,F	"	LAX P	.32	.28	.20	Dly	"	IDL P	1.37	1.03	.40	Dly
"	CHI TW	1.35	1.03	.40	8 Weekly	Mexico City, Mexico	MIA P	.34	.24	.20	Dly	"	BOS P	1.35	1.01	.40	M,T,Th,F,Sa
"	PHL TW	1.31	.98	.40	8 Weekly	"	MSY P	.22	.16	.10	Sa,Su,T,Th,F	"	CHI P	1.42	1.08	.40	
"	MKT TW	1.38	1.03	.40	8 Weekly	"	HOU P	.16	.13	.10	Dly	"	IDL SS	1.37	1.03	.40	Dly
"	LAX TW	1.56	1.22	.40	8 Weekly	"	BRO P	.14	.11	.10	Dly except Su	"	LAX SS	1.63	1.28	.40	Dly
"	IDL K	1.29	.97	.40	Su,Th	"	LAX P	.30	.25	.20	Dly	"	IDL S	1.37	1.03	.40	M,W,Th,F
"	YML K	1.23	.94	.40		"	MSY TA	.38	.19	.20	Dly	"	IDL BO	1.37	1.03	.40	Dly
"	IDL S	1.29	.97	.40	T	"	LGA A*	.35	.28	.20	Dly	"	BOS BO	1.35	1.01	.40	Th,Sa
"	IDL SS	1.29	.97	.40	Dly	"	DCA A*	.33	.26	.20	Dly	"	YML BO	1.32	.99	.40	
"	LAX SS	1.56	1.22	.40	Dly	"	BUF A*	.33	.28	.20	Dly	"	IDL AF	1.37	1.03	.40	T,W,Th,Sa
"	IDL SR	1.29	.97	.40	Dly	"	CLE A*	.31	.25	.20	Dly	"	BOS AF	1.35	1.01	.40	Sa
Magangue, Colombia	IDL AV	.58	.57	.20	Dly	"	CHI A*	.29	.23	.20	Dly	"	CHI AF	1.42	1.08	.40	W,Sa
"	MIA AV	.47	.35	.20	M,T,W,F,Sa	"	DAL A**	.20	.15	.10	Dly	"	YML AF	1.32	.99	.40	W,Sa
Malmö, Sweden	IDL SS	1.33	1.00	.40	Dly	"	LAX A**	.30	.25	.20	Dly	"	IDL K	1.37	1.03	.40	Dly
"	LAX SS	1.60	1.25	.40	Dly	"	ELP A**	.20	.16	.10	Dly	"	YML K	1.32	.99	.40	Su,Th,F
"	IDL SR	1.33	1.00	.40	Dly	"	SAT A**	.15	.11	.10	Dly	"	IDL LI	1.37	1.03	.40	Dly
"	IDL BO	1.33	1.00	.40	Dly	"	IDL A**	.35	.30	.20	Dly	"	BOS LI	1.35	1.01	.40	W,Sa
"	BOS BO	1.31	.98	.40	Th,Sa	Milan, Italy	IDL LI	1.40	1.05	.40	Dly	"	IDL SR	1.37	1.03	.40	Dly
"	YML BO	1.29	.97	.40		"	BOS LI	1.38	1.03	.40	M,W	Nairobi, Kenya	IDL BO	2.25	1.69	.40	Dly
Malta	IDL BO	1.47	1.11	.40	Dly	"	IDL BO	1.40	1.05	.40	Dly	"	YML BO	2.21	1.66	.40	
"	YML BO	1.46	1.10	.40	Th,Sa	"	BOS BO	1.38	1.03	.40	Th,Sa	"	BOS BO	2.24	1.68	.40	W,F,Sa
"	YML BO	1.43	1.08	.40		"	YML BO	1.36	1.02	.40		"	IDL AF	2.25	1.69	.40	F,T
Managua, Nicaragua	MIA P	.35	.29	.20	M,W,F	"	IDL AF	1.40	1.05	.40	Su,T,W,F	"	BOS AF	2.24	1.68	.40	Sa
"	MSY P	.44	.33	.20	Sa,Su,T,Th	"	BOS AF	1.38	1.03	.40	Sa	"	CHI AF	2.31	1.75	.40	W,Sa
"	HOU P	.41	.31	.20	Dly	"	CHI AF	1.46	1.11	.40	W,Sa	"	YML AF	2.21	1.66	.40	W,Sa
"	BRO P	.39	.30	.20	Dly except Su	"	YML AF	1.39	1.04	.40	W,Sa	"	IDL SS	2.25	1.69	.40	Sa
"	MSY TA	.30	.20	.20	Dly	"	IDL S	1.40	1.05	.40	Dly	"	LAX SS	2.10	1.63	.40	Sa
"	MEX TA	.25	.19	.10	Dly	"	IDL K	1.40	1.05	.40	Dly	"	IDL LI	1.49	1.12	.40	Dly
"	MIA TA	.30	.20	.20	M,W,F	"	YML K	1.36	1.02	.40	Su,Th,F	"	BOS LI	1.47	1.11	.40	W,Sa
Manchester, England	IDL S	1.12	.83	.30	Dly	"	IDL TW	1.40	1.05	.40	Dly except W	"	IDL S	1.49	1.12	.40	Th,Sa
"	IDL K	1.12	.83	.30	Dly except T	"	BOS TW	1.38	1.03	.40	T,Th,Sa	Nassau, Bahamas	MIA P	.07	.05	.10	Su,Th
"	IDL SR	1.12	.83	.30	Dly	"	CHI TW	1.46	1.11	.40	Daily	"	YML T**	.22	.17	.10	Su,Th
"	IDL BO	1.12	.83	.30	Dly	"	PHL TW	1.42	1.07	.40	Daily	"	YTO T**	.21	.17	.10	Su,Th
"	BOS BO	1.10	.82	.30	Dly	"	MKT TW	1.40	1.11	.40	Daily	"	IDL BO	.17	.13	.10	Dly
"	YML BO	1.08	.80	.30		"	LAX TW	1.66	1.31	.40	Daily	"	MIA BO	.07	.05	.10	Dly
Manila, Philippines	LAX P	2.50	1.88	.40	Sa,M,W,F	Mogadishu, It. Somaliland	IDL SS	1.40	1.05	.40	Su,Tu,Th,Sa	"	YML BO	.22	.17	.10	
"	PDX P	2.49	1.87	.40	Su,M,W,F	"	LAX SS	1.66	1.31	.40	Dly	N'Dola, N. Rhodesia	IDL BO	2.25	1.69	.40	Dly
"	SEA P	2.50	1.88	.40	Su,M,W,F	"	IDL SR	1.40	1.05	.40	Dly	"	BOS BO	2.24	1.68	.	

INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per 100 Lbs.	Value	
Nuremberg, Germany	IDL K	1.34	1.01	40	Dly	
	YML K	1.30	.98	40	Su,Th,F	
	IDL AF	1.34	1.01	Dly except F		
	BOS AF	1.32	.99	40	Sa	
	CHI AF	1.40	1.06	40	W,Sa	
	YML AF	1.30	.98	40	W,Sa	
	IDL SR	1.34	1.01	40	Dly	
	IDL SW	1.34	1.01	40	Dly	
	IDL P	1.34	1.01	40	Dly	
	BOS P	1.32	.99	40	Dly	
	IDL BO	1.34	1.01	40	Dly	
	BOS BO	1.32	.99	40	Dly	
	YML BO	1.30	.98	40	Dly	
Okinawa	CHI NW	2.77	2.03	40	Su,T,Th,Sa	
	YIP NW	2.72	2.04	40	Su,T,Th,Sa	
	MKE NW	2.70	2.03	40	Su,T,Th,Sa	
	MSF NW	2.66	2.00	40	Su,T,Th,Sa	
	IDL NW	2.76	2.07	40	Su,T,Th,Sa	
	PDX NW	2.82	1.89	40	Su,T,Th,Sa	
	SEA NW	2.82	1.89	40	Su,T,Th,Sa	
	SFO J	2.52	1.89	40	Su,T,Th,Sa	
Oran, Algeria	IDL AF	1.42	1.06	40	T,W,Th,Sa,Su	
	BOS AF	1.40	1.05	40	Sa	
	CHI AF	1.47	1.12	40	W,Sa	
	YML AF	1.37	1.03	40	W,Sa	
Oruro, Bolivia	MIA P	1.11	.83	30	Su	
	MSY P	1.17	.87	30	F	
	HOU P	1.19	.90	30	F	
	BRO P	1.19	.90	30	Sa	
	LAX P	1.32	1.00	40	Su	
Osaka, Japan	SFO J	2.80	1.96	40	Su,T,Th,Sa	
Oslo, Norway	IDL SS	1.31	.98	40	Dly	
	LAX SS	1.47	1.24	40	Dly	
	IDL SR	1.31	.98	40	Dly	
	IDL K	1.31	.98	40	Su,W,Th,F	
	YML K	1.27	.95	30	W	
	BOS P	1.29	.97	40	Su	
	IDL P	1.31	.98	40	Su	
	IDL BO	1.31	.98	40	Su	
	BOS BO	1.29	.97	40	Su	
	YML BO	1.27	.95	40	Su	
	IDL S	1.31	.98	40	Dly except Sa	
Ottawa, Ont., Canada	LGA E	.07	5.10	10	Dly	
	IDL T	.09	7.00	10	Dly	
Pala, F.E.A.	IDL AF	1.42	1.06	40	Dly	
	BOS AF	1.40	1.05	40	Dly	
	CHI AF	1.47	1.12	40	Dly	
	YML AF	1.37	1.03	40	Dly	
Palembang, Sumatra	IDL BO	3.19	2.39	40	Dly	
	BOS BO	3.18	2.38	40	Th,Sa	
	YML BO	3.15	2.36	40	Th,Sa	
Palermo, Italy	IDL LI	1.55	1.17	40	Dly	
	BOS LI	1.53	1.15	40	W,Sa	
Palma, Majorca	IDL IB	1.37	1.03	40	M,W,F	
	IDL AF	1.37	1.03	40	Dly	
	BOS AF	1.35	1.01	40	Dly	
	CHI AF	1.42	1.08	40	Dly	
	YML AF	1.32	.99	40	Dly	
	IDL K	1.37	1.03	40	M,W,F	
	IDL S	1.37	1.03	40	Dly	
Panama City, Pan.	MIA P	.39	.30	20	Dly	
	MSY P	.45	.34	20	Su,M,W,Sa	
	HOU P	.48	.37	20	Dly	
	BRO P	.48	.37	20	Su,T,F	
	LAX P	.61	.41	20	Dly	
	HOU B	.48	.36	20	M,W	
	CRP B	.48	.36	20	M,W	
	DAL B	.51	.38	20	M,W	
	BRO B	.48	.36	20	M,W	
	FTW B	.51	.38	20	M,W	
	MIA B	.39	.30	20	Su,M,W,Th,F	
	SAT B	.51	.38	20	M,W	
	EWB B-E	.49	.33	20	Su,M,W,Th,F	
	DCA B-E	.49	.33	20	Su,M,W,Th,F	
	MSY TA	.45	.24	20	Sa	
	MIA K	.39	.30	20	T,F	
	YML K	.54	.41	20	F	
	PIE AS	.39	.19	20	M,W	
	IDL LV	.49	.37	20	Su,W,Sa	
Pantelleria, Italy	IDL LI	1.55	1.14	40	Dly	
	BOS LI	1.53	1.13	40	W,Sa	
Paramaribo, Surinam	IDL P	.64	.48	20	Su,T	
	MIA P	.57	.43	20	Su,T	
	MSY P	.64	.48	20	T	
	HOU P	.68	.51	20	T	
	BRO P	.68	.51	20	T	
	LAX P	.81	.61	20	T	
	MIA K	.67	.48	20	Su,Th,Sa	
Paris, France	IDL S	1.22	.92	40	Dly	
	IDL EL	1.22	.92	40	T,F,Sa	
	IDL BO	1.22	.92	40	Dly	
	BOS BO	1.21	.91	40	Th,Sa	
	YML BO	1.18	.89	30	Dly	
	IDL SS	1.22	.92	40	Dly	
	LAX SS	1.46	1.17	40	Dly	
	IDL SW	1.22	.92	40	M,W,F	
	IDL IB	1.22	.92	40	M,W,F	
	IDL SR	1.22	.92	40	Dly	
	IDL AF	1.22	.92	40	Dly	
	BOS AF	1.21	.91	40	Sa	
	CHI AF	1.28	.98	40	W,Sa	
	YML AF	1.18	.89	30	W,Sa	
	IDL K	1.22	.92	40	Dly	
	YML K	1.18	.89	30	Su,Th,F	
	IDL LI	1.22	.92	40	Dly	
	BOS LI	1.21	.91	40	W,Sa	
	IDL LH	1.22	.92	40	Su,W	
	IDL TW	1.22	.92	40	22 Weekly	
	BOS TW	1.21	.91	40	T,Th,Sa	
	CHI TW	1.28	.98	40	23 Weekly	
	PHL TW	1.24	.94	40	22 Weekly	
Paris (Cont'd)	MKT TW	1.32	.98	40	23 Weekly	
	LAX TW	1.40	1.17	40	23 Weekly	
	IDL P	1.22	.92	40	Dly	
	BOS P	1.21	.91	40	Su,T,Th	
Pereira, Colombia	IDL AV	.64	.48	20	T,W,Th,F,Sa	
	MIA AV	.54	.41	20	T,W,Th,F,Sa	
Pisa, Italy	IDL LI	1.38	1.03	40	Dly	
	BOS LI	1.36	1.01	40	W,Sa	
Pointe a Pitre, Guad.	IDL P	.35	.27	20	Su,T,Th	
	MIA P	.32	.25	20	Su,T,Th	
Pointe Noire, F.E.A.	IDL AF	2.25	1.69	40	Dly	
	BOS AF	2.24	1.68	40	Dly	
	CHI AF	2.31	1.75	40	Dly	
Ponce, P. R.	MIA R	.15	.12	10	T,Th	
	IDL R	.22	.20	10	Su,W,F	
	BAL R	.22	.18	10	M,T,W,Th	
	BOS R	.26	.21	10	M,T,W,Th,F	
	CHI R	.32	.28	10	M,T,W,Th,F	
	CVG R	.29	.23	20	M,T,W,Th,F	
	CLE R	.28	.22	10	M,T,W,Th,F	
	YIP R	.29	.23	20	M,T,W,Th,F	
	MIA P	.15	.12	10	2 Dly	
Port au Prince, Haiti	IDL P	.25	.21	10	Dly	
	CHI D	.28	.24	10	M,T,Sa	
	YIP D	.27	.23	10	M,T,Sa	
	HOU D	.25	.22	10	M,T,Sa	
	MSY D	.22	.18	10	M,T,Sa	
	MEMDC	.26	.21	10	M,T,Sa	
Port Elizabeth, S. Africa	IDL BO	2.45	1.84	40	Dly	
	BOS BO	2.42	1.82	40	Th,Sa	
	YML BO	2.41	1.81	40	Th,Sa	
Port Gentil	IDL AF	2.25	1.69	40	Dly	
	BOS AF	2.24	1.68	40	Dly	
	CHI AF	2.31	1.75	40	Dly	
	YML AF	2.21	1.66	40	Dly	
Port Harcourt, Nigeria	IDL BO	2.08	1.56	40	Dly	
	BOS BO	2.06	1.55	40	Th,Sa	
	YML BO	2.04	1.53	40	Th,Sa	
Port of Spain, Trinidad	IDL P	.45	.34	20	Su,T,Th,F	
	MIA P	.48	.37	20	Dly	
	MSY P	.45	.34	20	T,Th,F	
	HOU P	.48	.37	20	M,W,Th,Sa	
	BRO P	.48	.37	20	T,Th	
	LAX P	.63	.48	20	Su,M,W	
	YML T	.50	.38	20	W	
	YTO T	.50	.38	20	Th	
	MIA K	.58	.29	20	M,T,Th,Sa	
	IDL BO	.45	.34	20	Dly	
	YML BO	.50	.38	20	Dly	
	MIA BO	.38	.29	20	Dly	
	IDL AF	.45	.34	20	F	
	IDL LV	.50	.38	20	Dly except Su	
	MIA BZ	.27	.19	10	Su,T,Th	
	IDL A	.45	.34	20	Dly	
Port Sudan, Ang. Eg. Sudan	BOS BO	2.09	1.57	40	Th,Sa	
	YML BO	2.07	1.55	40	Th,Sa	
	IDL BO	2.11	1.58	40	Th,Sa	
Porto Alegre, Brazil	IDL P	1.48	1.12	40	Su,T,F	
	MIA P	1.42	1.07	40	M,T,Th,Sa	
	MSY P	1.70	1.27	40	M,T,Th,F,Sa	
	HOU P	1.88	1.41	40	Su,Th,F	
	BRO P	1.80	1.36	40	Su,F	
	LAX P	2.14	2.14	40	Su,T,W	
	IDL V	1.48	1.12	40	T,Th,Sa	
	MIA BZ	1.22	.84	40	T,Th,Sa	
Prague, Czechoslovakia	IDL S	1.41	1.06	40	Dly ex. Sa	
	IDL K	1.41	1.06	40	M,T,Th	
	IDL SR	1.41	1.06	40	Dly	
	IDL BO	1.41	1.06	40	Dly	
	BOS BO	1.39	1.05	40	Th,Sa	
	YML BO	1.37	1.03	40	Th,Sa	
	LAX SS	1.68	1.32	40	Dly	
	IDL SS	1.41	1.06	40	Dly	
	IDL AF	1.41	1.06	40	Dly except Su	
	BOS AF	1.39	1.05	40	Sa	
	CHI AF	1.47	1.12	40	W,Sa	
	YML AF	1.37	1.03	40	W,Sa	
Prentwick, Scotland	IDL SS	1.08	.82	30	Dly	
	YML T**	1.04	.78	20	Su,Tu,W,Sa	
	IDL BO	1.08	.82	30	Dly	
	YML BO	1.04	.78	30	Dly	
	BOS BO	1.07	.80	30	Th,Sa	
	IDL P	1.08	.82	30	Dly	
	BOS P	1.07	.80	30	Dly	
Puerto Saures, Bol.	MIA P	1.17	.87	30	M,Sa	
	HOU P	1.26	.94	40	Su,F	
	BRO P	1.26	.94	40	Su,F	
	MSY P	1.22	.92	40	M,Sa	
	LAX P	1.39	1.06	40	Sa	
Quito, Ecuador	MSY P	.70	.53	20	Su,T,W	
	HOU P	.73	.55	20	T,Th,F	
	BRO P	.73	.55	20	F	
	IDL AV	.74	.56	20	M,W,F	
	MIA AV	.64	.48	20	M,W,F	
	PIE AS	.56	.39	20	M	
Rabat, Fr. Mor.	IDL AF	1.33	1.00	40	Dly	
	BOS AF	1.32	.98	40	Dly	
	CHI AF	1.39	1.06	40	Dly	
	YML AF	1.29	.97	40	Dly	
Rangoon, Burma	IDL BO	2.95	2.21	40	Dly	
	YML BO	2.91	2.18	40	Dly	
	BOS BO	2.93	2.20	40	Th,Sa	
	IDL K	2.96	2.21	40	T,W,Sa	
	IDL SR	2.95	2.21	40	F,Sa	
	IDL SS	2.95	2.21	40	Sa	
	IDL P	2.95	2.21	40	Su,Th,F,Sa	
	BOS P	2.93	2.20	40	Su,Th,F,Sa	
	SFO P	2.93	2.28	40	W,Sa	
	LAX P	2.93	2.28	40	W,Sa	
Recife (Pernambuco) Brazil	IDL P	1.48	1.48	40	Dly	
	MIA P	1.17	.87	30	M,W,F	
	BRO P	1.56	1.56	40	Dly	
	HOU P	1.65	1.65	40	M,Sa	
	LAX P	1.85	1.85	40	M,F	
	MSY P	1.51	1.51	40	Sa,W	
	MIA BZ	1.00	.77	20	T,Th,Sa	
	IDL V	1.19	.90	40	T,Th,Sa	
Reggio Calabria, Italy	IDL LI	1.48	1.12	40	Dly	
	BOS LI	1.46	1.11	40	W,Sa	
Regina, Sask., Canada	IDL T	.21	17.80*			

INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
San Juan, Puerto Rico	IDL P	.22	.20	.10	Four Daily
"	MIA P	.15	.12	.10	Four Daily
"	MIA R	.15	.12	.10	Dly
"	IDL R**	.20	.20	.10	Dly
"	BAL R	.22	.18	.10	M,T,W,Th,F
"	BOS R	.22	.21	.10	M,T,W,Th,F
"	CHI R	.32	.25	.10	M,T,W,Th,F
"	CVR R	.29	.23	.10	M,T,W,Th,F
"	CLE R	.28	.22	.10	M,T,W,Th,F
"	YIP R	.29	.23	.10	M,T,W,Th,F
"	CHI D	.32	.25	.20	M,Th,Sa
"	YIP D	.31	.24	.20	M,Th,Sa
"	MEMD	.26	.21	.10	Sa
"	CHI E**	.32	.25	.20	Dly
"	YIP E**	.29	.23	.20	Dly
"	IDL E**	.23	.20	.10	Three Dly
"	MIA E**	.15	.12	.10	Dly
"	BAL E	.22	.18	.10	Dly
"	BOS E	.26	.21	.10	Dly
"	CLE E	.28	.22	.10	Dly
"	MEME	.28	.23	.10	Dly
San Salvador, El Salvador	MIA P	.37	.28	.20	M,W,F,Sa
"	MSY P	.39	.29	.20	Sa,Su,T,Th
"	HOU P	.36	.28	.20	Dly
"	BRO P	.34	.26	.20	Dly except Su
"	LAX P	.50	.38	.20	Sa,W,Sa
"	MSY TA	.30	.18	.20	Dly
"	MEX TA	.20	.15	.10	Dly
"	PIE AS	.30	.18	.10	Dly
"	MIA TN	.36	.18	.15	M,Th
Santa Cruz, Bolivia	MIA P	1.17	.87	.30	M,Th
"	MSY P	1.22	.92	.40	M,Th
"	HOU P	1.24	.93	.40	Sa,W
"	BRO P	1.24	.93	.40	Sa,T
"	LAX P	1.37	1.03	.40	Sa,W
Santa Maria, Azores	IDL P	.86	.65	.30	Su,T,Th,Sa
"	BOS P	.84	.64	.30	Su,Th,Sa
"	IDL TW	.86	.65	.30	Su,M,Th,Sa
"	BOS TW	.84	.64	.30	M
"	CHI TW	.92	.70	.30	Su,M,Th,Sa
"	PHL TW	.88	.67	.30	Su,M,Th,Sa
"	MKT TW	.99	.76	.30	Su,M,Th,Sa
"	LAX TW	1.13	.90	.30	Su,W,F,Sa
Santa Marta, Colombia	IDL AV	.56	.43	.20	M,Th,Sa
"	MIA AV	.46	.35	.20	Sa,M,W,Th
Santiago, Chile	MIA P	1.31	.98	.40	Dly
"	IDL P	1.41	1.06	.40	Dly
"	MSY P	1.37	1.03	.40	Dly
"	HOU P	1.41	1.06	.40	Dly
"	BRO P	1.41	1.06	.40	Su,T,F,Sa
"	LAX P	1.53	1.15	.40	M,Th,Sa
"	IDL AA	1.40	1.05	.40	Dly
Sao Luis, Brazil	MIA BZ	.89	.50	.30	T,Th,Sa
"	IDL V	.95	.72	.40	T,Th,Sa
Sao Paulo, Brazil	IDL P	1.42	1.07	.30	Dly except M
"	MIA P	1.32	1.00	.30	Th
"	MSY P	1.53	1.16	.40	W
"	HOU P	1.42	1.07	.40	T
"	BRO P	1.42	1.07	.40	T
"	LAX P	1.57	1.18	.40	T,Sa
"	SFO P	1.57	1.18	.40	T,Sa
"	IDL V	1.33	1.02	.40	T,Th,Sa
"	MIA BZ	1.20	.84	.30	T,Th,Sa
"	IDL AA	1.33	1.02	.40	T
"	BRO B	1.38	1.04	.40	T
"	CRP B	1.38	1.04	.40	T
"	DAL B	1.42	1.07	.40	T
"	FTW B	1.42	1.07	.40	T
"	HOU B	1.38	1.04	.40	T,Th,Sa
"	MIA B	1.27	.96	.40	T,Th,Sa
"	SAT B	1.42	1.07	.40	T
Seoul, Korea	CHI NW	2.70	2.03	.40	Su,T,Th
"	YIP NW	2.72	2.04	.40	Su,T,Th
"	MKE NW	2.70	2.03	.40	Su,T,Th
"	MSP NW	2.66	2.00	.40	Su,T,Th
"	IDL NW	2.76	2.07	.40	Su,T,Th
"	PDX NW	2.52	1.89	.40	Su,T,Th
"	SEA NW	2.52	1.89	.40	Su,T,Th
"	BOS NW	2.76	2.07	.40	Su,T,Th
Shannon, Eire	IDL P	1.04	.78	.30	Dly
"	BOS P	1.03	.77	.30	Dly
"	IDL LI	1.04	.78	.30	Dly
"	BOS LI	1.03	.77	.30	W,Sa
"	IDL TW	1.04	.78	.30	12 Weekly
"	BOS TW	1.03	.77	.30	Su,T,Th,F
"	PHL TW	1.06	.80	.30	12 Weekly
"	CHI TW	1.10	.84	.30	13 Weekly
"	MKT TW	1.13	.84	.30	13 Weekly
"	LAX TW	1.31	1.04	.40	13 Weekly
"	IDL SR	1.04	.78	.30	Su,T,F
"	IDL K	1.04	.78	.30	Dly
"	IDL SW	1.04	.78	.30	Dly
"	IDL S	1.04	.78	.30	T,Th,Sa
"	IDL LH	1.04	.78	.30	M,T,F,Sa
Singapore, Mal. St.	IDL BO	3.16	2.37	.40	Dly
"	YML BO	3.12	2.34	.40	Dly
"	BOS BO	3.14	2.35	.40	Th,Sa
"	SFO P	2.50	1.88	.40	M,F
"	LAX P	2.50	1.88	.40	M,F
"	IDL K	3.16	2.37	.40	Su,W,Sa
"	YML K	3.12	2.34	.40	Sa,W
Sofia, Bulgaria	IDL K	1.98	1.28	.40	Th
Stanleyville, Bel. Congo	IDL S	2.25	1.69	.40	Dly except Th
Stavenger, Norway	IDL SS	1.31	.98	.40	Dly
"	LAX SS	1.57	1.24	.40	Dly
"	IDL S	1.31	.98	.40	Su,T,Th
"	IDL BO	1.33	1.00	.40	Dly
"	BOS BO	1.31	.98	.40	Th,Sa
Stockholm, Sweden	IDL SS	1.33	1.00	.40	Dly
"	LAX SS	1.60	1.25	.40	Dly
"	IDL SR	1.33	1.00	.40	Dly
"	IDL K	1.33	1.00	.40	Dly
"	YML K	1.29	.97	.40	Su,Th,F
"	IDL S	1.33	1.00	.40	Dly except M
"	BOS P	1.33	1.00	.40	Dly
"	BOS P	1.31	.98	.40	Dly
"	IDL AF	1.33	1.00	.40	Su,M,Th,F
"	BOS AF	1.31	.98	.40	Sa
"	CHI AF	1.39	1.06	.40	W,Sa
"	YML AF	1.29	.97	.40	W,Sa
"	IDL BO	1.33	1.00	.40	Dly
"	BOS BO	1.31	.98	.40	Dly
"	YML BO	1.29	.97	.40	Dly
Stuttgart, Germany	IDL LH	1.32	.99	.40	Dly
"	IDL P	1.32	.99	.40	Dly
"	BOS P	1.30	.98	.40	Dly
"	IDL BO	1.32	.99	.40	Dly
"	IDL BO	1.30	.98	.40	Tu,Sa
"	YML BO	1.28	.96	.40	Dly
"	IDL S	1.32	.99	.40	T,W,F
"	IDL SS	1.32	.99	.40	Dly
"	LAX SS	1.59	1.25	.40	Dly
"	IDL SR	1.32	.99	.40	Dly
"	IDL K	1.32	.99	.40	Dly
"	YML K	1.28	.96	.40	Sa,Th,F
"	IDL SW	1.32	.99	.40	Dly
"	IDL AF	1.32	.99	.40	Dly except F
"	BOS AF	1.30	.98	.40	Sa
"	CHI AF	1.38	1.05	.40	W,Sa
"	YML AF	1.28	.96	.40	W,Sa
"	IDL SW	1.32	.99	.40	Dly
Suva, Fiji Islands	SFO P	1.78	1.36	.40	M,T,Th,Sa
Sydney, Australia	LAX P	2.21	1.66	.40	M,T,Th,Sa
"	SFO P	2.21	1.66	.40	M,T,Th,Sa
"	SEA P	2.21	1.66	.40	M,T,Th,Sa
"	PDX P	2.21	1.66	.40	M,T,Th,Sa
"	SFO Q	2.20	1.66	.40	M,W,Th,Sa
"	YVR Q	2.20	1.66	.40	Sa
"	IDL K	3.56	2.67	.40	F
"	YML K	3.52	2.64	.40	Dly
"	IDL BO	3.52	2.64	.40	Dly
"	BOS BO	3.54	2.65	.40	Th,Sa
Sydney, N. S.	BOS T	.09	.74	.10	Dly
Taipei, Formosa	IDL NW	2.77	2.08	.40	T,Th,Sa
"	YIP NW	2.73	2.05	.40	T,Th,Sa
"	MKE NW	2.71	2.03	.40	T,Th,Sa
"	MSP NW	2.67	2.00	.40	T,Th,Sa
"	CHI NW	2.71	2.03	.40	T,Th,Sa
"	PDX NW	2.53	1.90	.40	T,Th,Sa
"	SFA NW	2.53	1.90	.40	T,Th,Sa
"	BOS NW	2.77	2.08	.40	T,Th,Sa
Takoradi (Gold Coast)	IDL BO	1.98	1.48	.40	Dly
"	BOS BO	1.96	1.47	.40	Dly
"	YML BO	1.94	1.45	.40	Dly
Talara, Peru	MIA P	.73	.59	.30	Dly ex. Th,Sa
"	MSY P	.82	.62	.30	Su,M,T,F
"	HOU P	.82	.62	.30	M,Th,Sa
"	HOU P	.82	.62	.30	Sa,W,F
Tampico, Mexico	HOU P	.13	.09	.10	Dly
"	LAX P	.10	.08	.10	T,W,F
"	BRO P	.36	.29	.20	Dly
Tananarive, Madagascar	IDL AF	2.66	1.99	.40	M,W,F
"	BOS AF	2.64	1.98	.40	F
"	CHI AF	2.71	2.05	.40	F
"	YML AF	2.62	1.96	.40	Dly
"	IDL BO	2.66	1.99	.40	Dly
"	BOS BO	2.64	1.98	.40	Th,Sa
"	YML BO	2.62	1.96	.40	Dly
Tanga, Tanganyika	IDL BO	2.25	1.69	.40	Th,Sa
"	BOS BO	2.24	1.68	.40	Th,Sa
"	YML BO	2.21	1.66	.40	Th,Sa
Tangier, Morocco	IDL AF	1.32	.99	.40	Sa,Su,T
"	BOS AF	1.30	.98	.40	Sa
"	CHI AF	1.37	1.04	.40	W,Sa
"	YML AF	1.27	.96	.40	W,Sa
"	IDL BO	1.32	.99	.40	Dly
"	BOS BO	1.30	.98	.40	Th,Sa
"	YML BO	1.27	.96	.40	Th,Sa
Tapachula, Mexico	MIA P	.43	.32	.20	Dly
"	MSY P	.39	.19	.20	Sa,Su,T,Th
"	HOU P	.29	.22	.20	Dly
"	BRO P	.28	.21	.10	Dly except Su
"	LAX P	.43	.33	.20	Dly
Tegucigalpa, Hon.	MIA P	.37	.28	.20	W,F,Sa
"	MSY P	.40	.30	.20	Sa,Su,T,Th
"	HOU P	.30	.20	.20	Su,T,W,Sa
"	BRO P	.38	.29	.20	T,F
"	LAX P	.53	.38	.20	Dly ex. M,W
"	MSY TA	.30	.18	.20	Dly except Su
"	MEX TA	.24	.15	.10	Dly except Su
"	MIA TN	.25	.18	.15	M,W,F
Teheran, Iran	IDL AF	2.23	1.67	.40	Th,Sa
"	BOS AF	2.21	1.66	.40	Sa
"	CHI AF	2.29	1.73	.40	W,Sa
"	YML AF	2.19	1.64	.40	W,Sa
"	IDL SR	2.23	1.67	.40	Su,M,T,F
"	IDL K	2.23	1.67	.40	M,Th
"	YML K	2.19	1.64	.40	M,F
"	IDL LH	2.23	1.67	.40	Dly
"	IDL LI	2.23	1.67	.40	Dly
"	BOS LI	2.21	1.66	.40	W,Sa
"	IDL BO	2.23	1.67	.40	Dly
"	BOS BO	2.21	1.66	.40	Th,Sa
"	YML BO	2.19	1.64	.40	Th,Sa
"	IDL SS	2.23	1.67	.40	Su,T,F
"	LAX SS	2.50	1.93	.40	Su,T,F
"	IDL LU	2.23	1.67	.40	T,F,Sa
"	IDL P	2.23	1.67	.40	Dly ex. T,Th
"	BOS P	2.21	1.66	.40	Dly ex. T,Th
Tel Aviv, Israel	IDL S	1.87	1.40	.40	T
"	IDL EL	1.87	1.40	.40	T,F,Sa
"	IDL BO	1.87	1.40	.40	Dly
"	BOS BO	1.85	1.39	.40	Th,Sa
"	YML BO	1.83	1.37	.40	Dly
"	IDL LI	1.87	1.40	.40	Dly
"	BOS LI	1.85	1.39	.40	W,Sa
"	IDL K	1.87	1.40	.40	Su,T
"	YML K	1.83	1.37	.40	Sa
"	IDL TW	1.87	1.40	.40	M,F
"	CHI TW	1.93	1.46	.40	M,F
"	MKT TW	1.96	1.46	.40	M,F
"	LAX TW	2.14	1.66	.40	Sa,Th
"	IDL AF	1.87	1.40	.40	Sa
"	BOS AF	1.85	1.39	.40	Sa
"	CHI AF	1.93	1.46	.40	W,Sa
"	YML AF	1.83	1.37	.40	W,Sa
"	IDL SR	1.87	1.40	.40	Su,M,W,F
"	IDL SS	1.87	1.40	.40	Sa
"	LAX SS	2.14	1.66	.40	Sa
Tokyo, Japan	IDL P	3.87	2.90	.40	Dly
"	BOS P	3.85	2.89	.40	Dly
"	LAX P	2.80	1.88	.40	M,W,Sa
"	SFO P	2.80	1.88	.40	Dly
"	SEA P	2.80	1.88	.40	Dly
"	PDX P	2.80	1.88	.40	Dly
"					

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Vienna, Austria (Cont'd)	IDL SS	1.43	1.08	.40	Dly except W
"	LAX SS	1.70	1.33	.40	Dly except W
"	IDL K	1.43	1.08	.40	Sa,T,W,F,Sa
"	YML K	1.39	1.04	.40	Sa
"	IDL SR	1.43	1.08	.40	Dly except T
"	IDL EL	1.43	1.08	.40	T,F,Sa
"	IDL LH	1.43	1.08	.40	Dly
Visby, Sweden	IDL SS	1.32	.99	.40	Dly
Wake Island	LAX P	1.66	1.22	.40	Dly
"	SFO P	1.66	1.22	.40	Dly
"	PDX P	1.66	1.22	.40	Dly
"	SEA P	1.66	1.22	.40	Dly
Warsaw, Poland	IDL SS	1.54	1.16	.40	
"	IDL SR	1.54	1.16	.40	Dly except M
"	IDL K	1.54	1.16	.40	M,W
"	IDL S	1.54	1.16	.40	Dly except Su
Wellington, New Zealand	IDL BO	4.02	3.04	.40	Dly
"	BOS BO	4.01	3.03	.40	Th,Sa
"	YML BO	3.98	3.01	.40	
Windhoek, S. W. Africa	IDL BO	2.25	1.69	.40	Dly
"	BOS BO	2.24	1.68	.40	Th,Sa
"	YML BO	2.21	1.66	.40	
Windsor, Ont., Can.	IDL T	.06	6.40*	.10	Dly
Winnipeg, Man., Canada	IDL T	.17	14.00*	.10	Dly
"	IDL NW	.17	.14	.10	Dly
"	YIP NW	.16	.13	.10	Dly
"	MKE NW	.13	.10	.10	Dly
"	MSP NW	.09	.07	.10	Dly
"	PDX NW	.17	.14	.10	Dly
"	CHI NW	.11	.09	.10	Dly
"	SEA NW	.17	.14	.10	Dly
Yaounde, F.E.A.	IDL AF	2.25	1.69	.40	M,W,F
"	BOS AF	2.24	1.68	.40	Sa
"	CHI AF	2.31	1.75	.40	W,Sa
"	YML AF	2.21	1.66	.40	W,Sa
Zagreb, Yugoslavia	IDL SR	1.48	1.12	.40	
Zurich, Switzerland	IDL SR	1.30	.98	.40	Dly
"	IDL SS	1.30	.98	.40	Dly
"	LAX SS	1.57	1.23	.40	Dly
"	IDL S	1.30	.98	.40	Dly
"	IDL AF	1.30	.98	.40	M,W,F
"	BOS AF	1.28	.97	.40	Sa
"	CHI AF	1.36	1.03	.40	W,Sa
"	YML AF	1.26	.95	.40	W,Sa
"	IDL EL	1.30	.98	.40	T,F,Sa
"	IDL K	1.30	.98	.40	Dly
"	YML K	1.26	.95	.40	Sa,Th,F
"	BOS BO	1.28	.97	.40	Th,Sa
"	IDL BO	1.30	.98	.40	Dly
"	YML BO	1.26	.95	.40	
"	IDL TW	1.30	.98	.40	Dly except W
"	PHL TW	1.32	1.00	.40	Dly except W
"	BOS TW	1.28	.97	.40	T,Th,Sa
"	CHI TW	1.36	1.03	.40	Dly
"	MKE TW	1.39	1.03	.40	Dly
"	LAX TW	1.57	1.23	.40	Dly
"	IDL SW	1.30	.98	.40	
"	IDL LI	1.30	.98	.40	Dly
"	BOS LI	1.28	.97	.40	W,Sa
"	IDL LH	1.30	.98	.40	Dly

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Mailbag Memos

I have found *Air Transportation* to be both interesting and informative.

V. V. Coleman
Traffic Supervisor
Cluett, Penabody & Co., Inc.
Atlanta, Georgia

I really enjoy *Air Transportation*. It's a real publication. Keep it coming.

C. Frank Kirwan
General Traffic Manager
Eureka Williams Corp.
Bloomington, Illinois

Let me add my congratulations to your magazine for Mr. Robert J. Smith's article in the April issue. It hit the bull's eye.

Joseph Ruggiero
St. Louis, Missouri

Mr. Ruggiero is referring to the article, Inventory Control . . . The New Look.—Editor.

I found the May issue to be an exceptionally good one. Mr. Malkin's article, *ASA—The First Decade*, was excellent. I found Mr. Bowles' article on payload shipping valuable also.

Lawrence J. Dombaugh
New York, N. Y.

BOOKS

The Last Flowers, by Michael Barrett (Farrar, Straus & Cudahy; 219 pages; \$3.50), is an unusually taut and exciting story of political intrigue in a small South American republic. John Kent, an English flyer in command of the Comarcan Air Force, finds himself caught up simultaneously in a conspiracy for power following on the assassination of the President, and in a love affair with a charming and simple Indian girl. Barrett, himself English, writes clearly and vividly, and has a tremendous gift for producing atmosphere . . . If you've laughed to Joey Adams' comedy as a member of then seen and/or unseen audience, or chuckled over his four previous books, you'll not be disappointed in his personal account of travel abroad with Mrs. Adams—**Cindy and I** (Crown Publishers, Inc.; 320 pages; \$3.95). This is the rib-tickling story of their adventures as tourists all over Europe and in Israel—intimate adventures which double admirably as an effective guide to those who would do Europe. We recommend **Cindy and I** . . . **The Innocent Ambassadors** (Rinehart & Co., Inc.; 373 pages; \$4.95) is an account of a round-the-world trip taken by the author, Phillip Wylie and his wife, the first port of call being Hawaii, where they had to make the acquaintance of their first grandchild. From there they went on to the Far East, the Near East and Europe. Mr. Wylie is a keen observer on his travels, but he appears to have a low opinion of many of the people he meets, which makes the world a not entirely satisfactory place for him.

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23 *Mechanical and Hydraulic Hand Lift Trucks*, a 16-page basic book on the selection and use of hand lift trucks. Included are schematic diagrams of how the single-stroke mechanical, multi-stroke mechanical, and the hydraulic hand lift trucks operate. Skid-type trucks and skids, pallet-type trucks and pallets, and general factors in the selection and operation of hand lift trucks are also covered.

24 Six-page brochure, fully illustrated, highlights operating and maintenance features, specifications and dimensions of the new Clarklift-40 fork truck of 4,000 pounds capacity.

25 *How to Ship More Economically in Corrugated Boxes*, an excellent 24-page publication which takes the reader from original package design to final product shipment. This is a revision of a previously issued booklet.

26 Twenty-page booklet illustrating Nutting's line of trailers, drag-line trucks, dollies, jacks and skids, wagon trucks, barrel-handling equipment, two-wheel trucks, four-wheel platform trucks, special duty trucks, and casters.

27 *How to Streamline Your Shipment Addressing for Speed and Economy*, a new 16-page booklet of particular interest to those concerned with addressing multiple shipments. Illustrates and describes seven modern systems for speedy, economical addressing of labels, tags, and cartons.

28 New Cargo Memorandum Tariff of Sabena Belgian World Airlines, covering both general and specific commodity rates.

29 *German Trade Fairs*, a handsomely illustrated booklet providing complete information on West Germany's Spring and Fall trade fairs.

30 Sample copy of the *American Import & Export Bulletin*, well-known monthly magazine for international traders.

31 New, eight-page brochure in color describing operational characteristics and mechanical details of the Clark line of electric fork trucks.

32 Here's something no shipping department should be without—a handy wall chart of Postal Rates, with a parcel post map and zone finder.

33 Flying down to Latin America? How's your Spanish? Avianca has produced an excellent little English-Spanish dictionary which you'll find right handy. The words and phrases are those you'll use most frequently.

34 *A Guide to Better Closures*, specially prepared for users of fibreboard boxes and packages. This new brochure is intended as a guide for the evaluation of methods currently in use to effect economies and stepped-up production in the closure of fibreboard boxes. Features a collection of reliable information on closure methods such as hand and machine gluing, taping, stapling, and wire stitching. Discusses advantages and disadvantages of each.

35 Global Time Conversion Simplifier, suitable for posting on wall. Features an easy to read chart as well as a world map.

36 Handy informational brochure detailing Riddle Airlines' recently instituted Thriftaire Plan for shippers. Includes deferred air freight rate schedule.

37 New 28-page catalog which describes and illustrates the complete line of a manufacturer of air-operated stapling and tacking equipment. A special section shows how this equipment may be used in 16 basic industries.

38 *The Impact of the Civil Jet*, an extremely interesting brochure based on a recent address by Stuart G. Tipton, president of the Air Transport Association of America.

39 REA, plugging its air express service, has hit upon a clever gimmick in its so-called flipperama, *How to Beat Deadlines*. Ask for this booklet which borrows a leaf from the movies in order to make its point.

40 New bulletin describing a one-ton capacity hydraulic hand pallet truck featuring certain new improvements for easier handling and servicing.

41 Newly revised catalogue listing over 60 materials handling educational and training films, in color and black-and-white, available on loan free of charge. The films cover all phases of materials handling. Catalogue includes descriptive resume of each film together with its running time.

42 First issue of Elwell-Parker Electric Company's new quarterly external house organ, *Elpar Lift for Industry*. Features an article on preventive maintenance for industrial trucks. Issue also contains a series of picture stories describing how specific handling problems have been solved through modern techniques.

43 *Golden Hints for Going Places*, a handy little booklet providing such valuable information as foreign money regulations, import regulations, and weights and measures.

44 Wall-size airport map of New York State, in color. Indicates all the municipal, private, commercial, and military airports, as well as seaplane bases and heliports, in the state. Reverse side of map provides information on each airport.

45 Latest issue of *Package Laboratory News* which highlights various methods of packing in corrugated containers.

46 Colorful brochure describing Slick Airways' Surf-Air service, the

cargo line's new door-to-door air cargo service to 5,000 new markets.

47 *A Decade of Air Service*, a booklet which relates the record and current services of the supplemental (non-scheduled) air lines of the United States.

48 Available for showings to clubs, business groups, lodges, and similar organizations is Pan American World Airways' 28-minute film, in color, *Castles and Castanets*. All about Spain.

49 Descriptive bulletin concerning a quadruple lift attachment for extra-high stacking with industrial lift trucks. Attachment provides for lifts up to 220", yet is designed for a minimum overall truck height with forks in the lowered position.

50 Six-page, four-color brochure describing the design, operation and advantages of a gas-powered 3,000-pound capacity model of fork truck.

51 *Let's Get Down to Cases*, another of REA's attractive brochures depicting the value of air express. Features six different case histories of satisfied shippers.

52 Flying Tiger Line brochure highlighting the all-cargo line's new service with \$31-mile-an-hour *Super-H Constellation* airfreighters. Capacity of the plane is 21 tons.

53 Those interested in helpful information on the use of steel strapping will be interested in the latest issue of *The Signode Seal*. Includes illustrated case histories of well-secured shipments.

54 *29 Timely Mailing Tips*, an important illustrated booklet addressed to users of business mail. Includes helpful hints for handling your regular mail, parcel post pointers, benefits of metered mail, etc.

55 *Career Opportunities with the Airlines*, an excellent 76-page booklet designed for those who have an eye cocked for an airline job. Includes information on virtually every type of position offered by the scheduled air carriers, including, of course, air freight.

56 Brochure outlining an air freight forwarding firm's excess-baggage shipping services to all destinations in the United States and foreign countries. Includes rates and regulations.

57 *Obtain Faster Turnover of Your Capital*, Panagra's handy pamphlet which lists advantages of shipping by air, the variety of commodities which can be flown as freight, and fastest connections with domestic airlines to key points in South America.

58 New 16-page, four-color catalog illustrating and describing Clark's entire line of fork lift trucks, straddle carriers, powered hand trucks, and towing tractors.

59 Bulletin describing application ideas and features of the Flow Track, gravity conveyor. Includes specifications.

60 Bulletin describing the magnesium Perma-Dock which, the manufacturer claims, assures faster and more efficient dock loading. Easily adjustable to truck or trailer floor level.

61 Handsome, full-color world map, listing the principal world markets and their imports and exports. Size: 34" x 22". Provides important information at a glance.

62 Leaflet describing LAV's air cargo services from the United States to Caracas, Maracaibo, and interior points of Venezuela.

63 *Your Employees' Time is Too Valuable to Waste*, an excellent booklet which describes a method in how to save time and money in counting and marketing various business forms. Includes a dozen case studies.

64 New pamphlet produced by Luft-hansa German Airlines providing specific commodity rated between points in the United States and Europe and the Middle East.

65 Six-page, four-color brochure showing engineering specifications, dimensions, and mechanical features of the 5,000-pound capacity gas-powered model in the Clarklift line of fork trucks.

New Items This Month

It is the policy of the editors to retain each *Come 'n' Get It* item for a period of three months.

The items added this month are numbers 56 to 65 inclusive.



A meter is a man's best friend—

(in the shipping department, that is!)

When you think of all the time you spent, picking out stamps to make up the postage needed for every package, and wetting and sticking those dinky little stamps...

And the time you spent separating stamp sheets, and putting stamps in the right slots—and all the times you ran out of denominations, and had to hustle to the postoffice and buy some...

And how you watched and worried at the stamp drawer, and locked it ten times a day...

And how the pile-up of packages almost every Friday afternoon meant night work...

Boy! I'll tell the world that this shipper appreciates his new postage meter! With its efficiency of printing postage, and eliminating stamp sticking and stamp boxes.

It has other advantages, too. No mental arithmetic in selecting stamps that add up to the right postage. Parcels look neater with but one meter stamp instead of a plaster of old-fashioned stamps. The meter accounts, for all postage, on visible registers. And the same

meter can stamp and seal your letter mail.

* * *

The postage meter is also a mighty good friend of management. Far faster than stamp sticking, it can cut the time and cost of stamping parcel post 50% or more—and avoid overtime.

With a meter, you can also reduce the amount of money tied up in stamp inventory—because the meter supplies any stamp denomination needed. And it protects your postage from loss, damage or misuse... almost invariably shows substantial savings in postage.

Every meter stamp carries its mailing date. Metered parcel post, already postmarked, goes faster through the postoffice, can often catch earlier trains and planes.

You gain a lot by using a meter. Ask the nearest Pitney-Bowes office to show you. Or send the coupon for free illustrated booklet.

FREE: Handy desk or wall chart of Postal Rates, with parcel post map and zone finder.



PITNEY-BOWES

Postage Meter

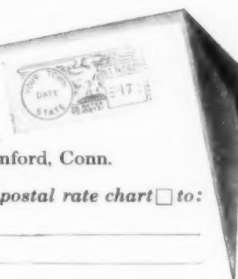
PITNEY-BOWES, INC., Stamford, Conn.
Originators of metered mail. Leading makers of mailing machines. Branches in 102 cities in U.S. and Canada.

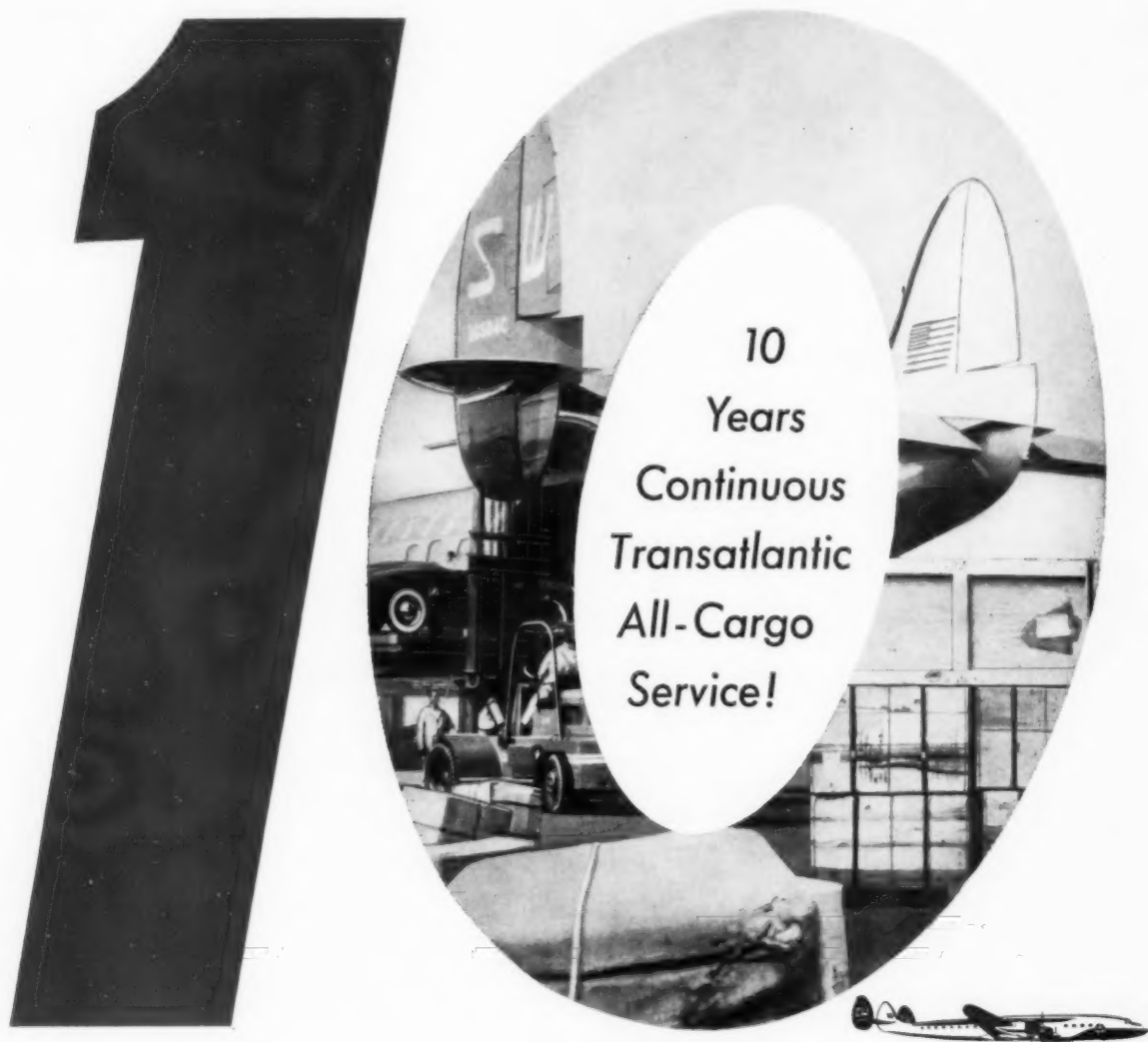
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 1842 Pacific St., Stamford, Conn.

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Address





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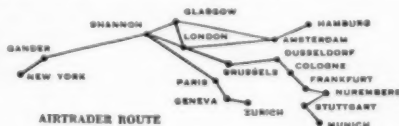
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